

The Hongkong Telegraph.

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FRIDAY, OCTOBER 2, 1908.

五拜禮

號二十月十英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,101,000

Head Office—YOKOHAMA

Branches and Agents:

TOKIO.
Kobe.
OSAKA.
NAGASAKI.
LONDON.
LIVONS.
NEW YORK.
SAN FRANCISCO.
HONOLULU.
HOMBAY.
SHANGHAI.
HANKOW.

CHEFOO.
TIENTSIN.
PEKIN.
NEWUHWANG.
DALNY.
PORT ARTHUR.
ANTUNG.
LYOWANG.
MUKDEN.
TIE-LING.
CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On Fixed Deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKKO TAKAMICHI,
Manager
Hongkong, 1st September, 1908. [23]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin
Calcutta
Hankow
Kobe
Peking
Singapore
Tientsin
Tientsin
Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurt
Norddeutsche Bank in Hamburg
Hamburg
Sal. Oppenheim Jr. & Co., Koenigsberg
Bayerische Hypothek und Wechselbank, Muenchen

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.

Hongkong, 4th December, 1907. [30]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1874.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,750,000 (£470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samarang, Surabaya, Ocherbon,

Tagal, Pecalongan, Pasmernan, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Acheen), Bandermaasin.

Correspondents at Moscow, Rangoon, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Hanoi, Hongkong, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 " 4% " "

Do. 3 " 3% " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July 1908. [16]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS \$14,000,000

STERLING \$1,000,000

SILVER \$1,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

E. Shellin, Esq.—Chairman.

Hon. Mr. W. J. Gresson—Deputy Chairman.

R. G. Barrett, Esq. G. R. Leemann, Esq.

G. R. Broderick, Esq. R. Shawan, Esq.

G. F. Friedman, Esq. Hon. Mr. H. A. W.

G. S. Gubbs, Esq. Slade.

W. Helms, Esq. H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per Annum.

For 6 months, 3% per Cent. per Annum.

For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd August, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,250,000

LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT.

On Current Accounts at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4% per cent.

Do. 6 " 4% " "

Do. 3 " 3% " "

JOHN ARMSTRONG,
Manager.

Hongkong, 13th May, 1908. [40]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$5,250,000

ABOUT MAX \$7,222,222

RESERVE FUND GOLD \$5,250,000

ABOUT MAX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK

LONDON OFFICE:

THREADNEEDLE HOUSE, E.O.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.

Do. 6 " 4% " "

Do. 3 " 3% " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

Marine.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c., via usual Ports { DEVANHA 3rd Oct. } See Special Advertisement.
Capt. T. H. Hyde, R.N.R.

LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES { Nore About 7th } Freight and Passage.
Capt. G. Phillips

SHANGHAI, MOJI, KOBÉ & POONA { About 11th } Freight only.
YOKOHAMA Capt. A. F. Vine, R.N.R.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 16th September, 1908. [2]

Intimations.

LANE, CRAWFORD & CO.

LADIES' DEPARTMENT.

SPECIAL BARGAIN SALE

OF

SUMMER AND AUTUMN GOODS

INCLUDING

HATS, COSTUMES, SKIRTS, BLOUSES, HOSE, ETC.

Sale commences MONDAY, Sept. 28th.

Sale closes SATURDAY, Oct. 3rd.

LANE, CRAWFORD & CO. [88]

V. O. S.

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.



Telephone No. 75.

SOLE AGENTS: CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS, 15, Queen's Road Central.

Hongkong 22nd September, 1908. [140]

THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & CO.

Agents.

Hongkong, 2nd July, 1907. [67]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [1]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. do. Monday do. \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 560 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 4th October.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.

Departure from Macao at 8 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

S.S. Sui An and Sui Tai will not run on Sunday, the 4th October.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during Dinner on Saturday Nights.

A. F. DAVIES,

Manager.

Hongkong, 1st June, 1907. [1]

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES

STRICTLY EUROPEAN MANAGEMENT.

Vines and Spirits of the very Best Quality

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-

ments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

Manager.

Hongkong, 16th July, 1908. [109]

THE GRAND CARLTON HOTEL

8 & 10, Ice House Road.

Cable Address: "GRAND."—Telephone No. 812.

OPENS TO-DAY.

For Further Particulars, apply

MANAGER.

Hongkong, 16th October, 1908. [790]

NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG	"LUTZOW" Capt. C. Dawers	WEDNESDAY, Noon, 7th October.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINCESS ALICE" Capt. G. Kott	About WEDNESDAY, 7th October.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. Senden	THURSDAY, 5 P.M., 8th October.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 25th September, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, POLYNESIA	BROU		12th Oct. P.M.
MARSEILLE, VIA PORTS	VILLE DE LA CROIX	Barillon	13th Oct. at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelotti	26th Oct. P.M.
MARSEILLE, VIA PORTS	CALEDONNIEN	Martin	27th Oct. at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £21.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 29th September, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

NAPLES

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed and Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER 13 DAYS.

LONDON and PARIS 25 "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL OLRY	12th Oct.	* CORSE	11th Jan. 1909.
* OBYLAN	26th Nov.		

New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 19th September, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTON" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong 25th March, 1908.

Intimation.

No. 1 DOCK.	No. 2 DOCK.
Length inside 614 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Beatts, A. 1, and Watkins.

Yokohama, May, 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAVA	First half Oct.	SHANGHAI & JAPAN	First half Oct.
TJIPANAS	JAPAN	Second half Oct.	JAVA	Second half Oct.
TJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJILATJAP	JAVA	Second half Oct.	SHANGHAI	Second half Oct.
TJIMAH	JAVA	First half Nov.	SHANGHAI	First half Nov.
TJIBODAS	JAVA	First half Nov.	JAPAN	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 1st October, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents: Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 11, John Street, Bedford Row, W.C.

CALCUTTA, 55, Bechook Street.

SHANGHAI, 106, Nanking Road.

Hongkong 25th March 1908.

GRAVE OF BRAVE MEN.

750 LIVES SACRIFICED IN THE LAST HUNDRED YEARS.

For many years expeditions to Greenland and the quest of the North Pole have attracted adventurous explorers, and the lands of ice and snow have been the scene of romance, hardship, and death. More than 750 men are said to have sacrificed their lives in various expeditions during the last century. Some parties have, as in the present case, left members behind in frozen graves, while others have been entirely lost.

Without going further back than 1847, Franklin, the great navigator, and his brave companions, sacrificed their lives in completing the discovery of the North-West passage. A German Arctic expedition went out in 1870, one of the vessels, the *Hansa*, being frozen in and sunk.

In 1882 the *Jeannette* was crushed by ice, and the bodies of Captain de Long and others were found at the mouth of the Lena.

Four years later Peary left America, and penetrated 100 miles of the interior of Greenland, returning without having discovered whether it was an island or not. In 1891 he solved the problem, and announced that it was an island. Two years later he went again, with his wife, and a daughter was born to them in a higher latitude than any other civilized being.

Peary's fourth expedition was in 1898. He sailed in the *Windward*, his object being to examine the northern shores of Greenland and to reach if possible the North Pole. He, of course, failed to accomplish the latter purpose, although he got within 203 miles of his destination.

Herr Andrea made a desperate attempt to reach the North Pole by balloon in 1895, and he was never afterwards heard of.

The Jackson-Harmsworth expedition went out to Franz Josef Land in 1894, and returned in 1897, Mr Jackson having discovered a wide channel opening on a sea to the north, and many islands forming the western portion of the Franz Josef group.

Nansen's expedition in 1895 was one of peculiar interest, his object being to drift across the ice to the North Pole, trusting to tidal currents. He got within 260 miles of the Pole, using ultimately dogs and sledges.

Captain Cagni in the Abruzzi expedition reached within 235 miles of the pole in 1900.

Baron Toll's expedition in 1902 ended with the death of the whole party.

The American Ziegler expedition in 1903 was also a failure, the ship *America* being destroyed by the ice.

The latest attempt to reach the Pole was that of Mr. Wellman, whose airship last autumn was driven by a storm and wrecked upon a glacier. The gallant explorer fortunately escaped.

Intimations.

HARBOUR MASTERS DEPARTMENT.

It is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

Cancel Practice in Government Gun Practice Notice for Practice on 1st October (Government Notification No. 671 of 17th September, 1908), and substitute:—

On WEDNESDAY, the 30th September:—From Lyemun F.C. in a North-Easterly direction, at ranges up to 6,000 yards commencing at 7 P.M., and finishing at 10 P.M.

On TUESDAY, the 6th October:—From Lyemun F.C. in North-Easterly and South-Easterly directions, at ranges up to 7,000 yards commencing at 7 P.M., and finishing at 10 P.M.

On TUESDAY and THURSDAY, the 13th and 15th October:—From Lyemun F.C. in South-Easterly and North-Easterly directions, at ranges up to 14,000 yards, commencing at 4 P.M., and finishing at 10 A.M.

On FRIDAY, the 16th October:—From Lyemun F.C. in a North-Easterly direction, at ranges up to 6,000 yards, commencing at 7 P.M., and finishing at 10 P.M.

If the weather is unfavourable on any of the above dates, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N.,

Harbour Master, &c.

Hongkong, 28th September, 1908.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 140 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 15th August, 1908.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th March, 1908.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

the 1st October, 1908, at 2.30 P.M. at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising:—

GOLD DAMASCENE WARE, CARVED IVORY FIGURES, AND ORNAMENTS, OLD BRONZE WARE, BOWLS, VASES, KOBAN SATSUMA VASES, BOWLS, WALL PLATES, INCENSE BURNERS, MOTHER-OF-PEARL INLAID SCREENS, PANELS, SILK-EMBROIDERED WALL HANGINGS, TABLE COVERS, BED COVERS, CHERRYWOOD, CARVED CAJINET, SHOW CASE, CHERRYWOOD CHAIRS, TABLES and FLOWER STANDS, &c., &c.

ALSO OLD JAPANESE ARMOURS, CLOCKS, and CARVED WOOD BUDDHAS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

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To Let.

TO LET.

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THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (CANDY) FORM.

A WONDERFUL DISCOVERY.

This is the age of scientific advancement, when all nature, so to speak, is ransacked by the science of the laboratory and the results of its researches are made manifest to the eyes of the world. In the domain of medicine, the progress of the century, and among them, the discovery of the THERAPION, is a most remarkable and important one.

This THERAPION is a most powerful and reliable medicine, which has been used in the most celebrated hospitals of Europe, America, India, Japan, and elsewhere, and has been found to be of the greatest value in the treatment of all kinds of diseases, especially those of the blood, the liver, and the kidneys.

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Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

ABRATED WATER MANUFACTURERS.

THIS SEASON'S SPECIALITIES—

**Lime Fruit
Champagne,
Dry Ginger Ale,
Lemon Squash,
Champagne Cider,
Orange Champagne.**

**WATSON'S
FRUIT SYRUPS**

Mixed with Aerated or plain water make

**DELICIOUS COOLING
DRINKS.**

Guaranteed to be made from the
**PURE JUICE OF SOUND RIPE
FRUIT.**

A. S. WATSON & CO., LIMITED.

HONGKONG, CHINA AND MANILA.

ESTABLISHED 1841.

Hongkong, 29th September, 1908.

At communication intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On September 28, 1908, at Shanghai, to Mr. and Mrs. C. H. FALLOON, a son.

MARRIAGE.

On September 26, 1908, at Shanghai, JOAO HERCULANO DA COSTA to ANGELICA MARIA OZORIO SEQUEIRA.

DEATHS.

On Monday, September 28, 1908, at Shanghai, JAS. BAIN ROUCH of the Shanghai Municipal Council Electricity Dept., aged 51 years.

On September 28, 1908, at Shanghai, JOHN MATTHEWSON CAMPBELL, aged 7 months.

On September 28, 1908, at Shanghai, PATRICK CAMPBELL, aged sixteen months.

At Shanghai, on September 28, LAWRENCE C. BIOT EDMONDSTON, aged 32 years.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 2, 1908.

THE SHIPPING TRADE.

In view of the importance of the shipping trade to the Far East the semi-annual Calendar issued by Messrs. H. E. Moss & Co. does not afford very pleasant reading. The report is summarised by the *Kobe Herald* in an article which is well worth reproduction, giving as it does in succinct form the general impression of the views held by these experts. Despite the constant multiplication of monster steamships, which does not at first sight look like an indication of bad times, there continues to be on every hand complaints of the deplorable condition of the shipping world. To judge from all accounts, lack of freight and over-competition, with the consequent cutting of rates, pretty well universally prevail. Of course, this has been the common cry for some years past, but it appears to have become intensified during the past twelve months. We note that Messrs. H. E. Moss & Co., in their Semi-Annual Steamship Calendar, declare that the times which are now being passed through are the worst during the fifty years of the Calendar's existence. In former years, it points out, "these cycles of depression in shipping were not so universally felt. For in

some parts of the world payable employment was obtainable. All this has arisen, firstly, through the recent financial crisis in America, which adversely affected commerce in all directions, and set nearly everything on the downward grade; then we have had the record building of tonnage during recent years, together with ill-advised legislation as to increased 'freedom' then, lastly, the disappointing harvests abroad, which, coming together, have contributed to bring about the present state of affairs. In our opinion so many combinations are, not likely to occur simultaneously again for many years to come, at least in steam shipping. As to future prospects, Messrs. Moss rather gloomily remark that, while shipping is the first to feel the effect of depression in trade it is last to benefit by any improvement. Nevertheless, the Calendar is not altogether pessimistic. The reports of the coming harvest in the United States, in Canada, and in India, it observes, are most encouraging and should help to relieve the market in the autumn, and by the next year there should be the beginning of some improvement in shipping. The amount of mercantile tonnage under construction on July 30 last was about 800,000 tons, being fully 450,000 tons less than a year ago and is the lowest total recorded since 1896. The Calendar estimates the total amount of new tonnage to be turned out in the United Kingdom this year at about 1,200,000 tons, which, compared with about 2,000,000 tons in 1907, and about 1,600,000 tons in 1906, should ameliorate, in Messrs. Moss' opinion, the situation. Attention is also drawn to what is described as the "appalling depreciation" in the value of steam shipping; new cargo steamers of about 7,000 tons dead weight capacity presently building, and which a few years ago easily realised £48,000, have recently been sold at £35,000, or about £5 per ton dead weight, and at this price steamers of similar tonnage with moderate specifications can be built to-day, and other sizes in proportion. Second-hand steamers have depreciated to a greater extent, and some steamers of about 6,000 to 7,000 tons have been sold at about half their cost four or five years ago. Very little business has been done during the last six months, for though the supply of tonnage is great, buyers are scarce and transactions are difficult to carry through. In spite of all this, forced sales have been but few. Shipbuilders are feeling the pinch most acutely, many yards are empty and but few are partially occupied, mostly with liners and special types of steamers. The competition for new orders is exceedingly keen, and is likely to be more so as the work in hand is completed. Almost the only cheerful feature of the Calendar is the reference to the established success of the turbine engine. The new turbine steamers of the Cunard Co., the *Lusitania* and *Mauretania*, we are told, have proved an unqualified success, and demonstrated, without doubt, that the turbine for fast passenger steamers has come to stay, while it is now being generally adopted in the British coasting trades, where speed is necessary.

LOCAL AND GENERAL.

We are courteously informed by the Colonial Secretary that Amy has been released from quarantine regulations.

MEMBERS of the Hongkong Jockey Club are reminded that the half-yearly meeting will take place at half-past twelve o'clock, to-morrow, Saturday, on the ground floor of the Hongkong Club Annex.

SEVEN copies, who were styled rogues and vagabonds by the police, were each given a week in goal, by Mr. J. R. Wood, in the Police Court, to-day, for sleeping in the streets of Yau-ma-tei last night.

THE chief officer of the Canton steamer *Tai-shan* met with an accident while the vessel was on her way to Hongkong yesterday afternoon. He accidentally dropped into the hold. On arrival here the unfortunate man was taken to hospital.

MESSRS. Lane, Crawford & Co. inform us that owing to the wet weather experienced during the greater part of this week, their special bargain sale in the Ladies' Department will be continued until Saturday, the 10th instant. This will give ladies a chance to secure many excellent bargains in costumes, robes, blouses, hats, &c., &c., as most of the goods have been marked down to absurdly low prices.

AT the inquiry which was held this afternoon into the collapse of a number of buildings at Portland Street, Yau-ma-tei, during the last typhoon, which we publish in another column, the Crown Solicitor informed the Court and jury that the contractors could not be found by the Police. There was only one man in the Sam Kee firm, but he did not appear to have had any immediate connection in the erection of the houses.

DETECTIVE Inspector P. O'Sullivan summoned a man named K. Yocess, of 45, Connaught Road Central, at the Police Court, to-day, for allowing a ferocious dog to be at large unlicensed. The dog (a mongrel) is believed to have bitten three people, the latest bite reported as having taken place on the 29th ult., the victim being a Chinese coolie, J. Bepello, of 49, Pottinger Street, who was summoned for keeping a dog minus a licence. Both cases were remanded.

The Opium Trade.

CANTONS ATTEMPTED MONOPOLY
FRY, RATED.

SUCCESS OF BRITISH REPRESENTATIONS.

Thanks to the promptness with which action was taken by H. B. M. Acting Consul-General, Mr. H. H. Fox, in Canton, in supporting the vigorous protest lodged by the British Indian firms engaged in the opium trade in Hongkong, against the obstructive opium regulations, tangible result has been obtained in the direction of securing the promised withdrawal of the objectionable regulations. As interested readers in the *Hongkong Telegraph* will recall, a *verbatim* translation of the regulations was exclusively published in our columns on the 25th ult. Those regulations were issued, under the authority and with the sanction of the Provincial Government of Kwangtung, by the Chief Justice, the Provincial Treasurer, the president of the Board of Reorganisation, and the superintendent of police of the Province of Kwangtung, and were dated the 4th September.

The regulations required, *inter alia*, that all dealers in raw and prepared opium as well as smokers should be licensed on and after the 25th ult. They are, moreover, hedged in by a number of restrictive and obstructive rules governing the enforcement of the law, that their operation would, in effect, create an indirect monopoly in favour of the Government of Kwangtung. That this end of the wedge which, it did not take the British merchants in Hongkong long to discover, could not be allowed to be driven home, lest the precarious opium trade be further hampered to the detriment of Hongkong importers and dealers for the benefit of the authorities in Canton. With the promptitude inherent in our merchants those most largely interested in the business convened a meeting of representatives of the opium trade doing business in Hongkong and South China. The deliberations were characterized by businesslike energy and decisiveness, resulting in the formulation of a comprehensive, firm and moderately worded remonstrance against the scheme evolved from the fertile brains of Chinese officialdom in Canton. The support of the Committee of the Hongkong General Chamber of Commerce and of the local Branch of the China Association was invoked and secured, and without any undue delay the protest was despatched to the British Acting Consul-General in Canton.

How soon Consul-General Fox saw the justice and fairness of the representation, and how solicitous he is of the need for protection of British trade in China, will become apparent to the commercial community when they learn from the present report that redress for the British Indian merchants' grievance has been promised within a week of the representations reaching the Consular office in Canton.

Upon the receipt of the Hongkong despatches, the Acting British Consul at once placed himself in communication with H. B. Chang Jen-chun, Viceroy of Canton, and so effective have been his representations that what is tantamount to an admission of the false position the Board of Reorganisation had assumed in the promulgation of the regulations of the 4th September, 1908, was secured on behalf of the opium merchants by Consul-General Fox. In effect the Viceroy has promised to withdraw the regulations against which opposition was raised in Hongkong. Those regulations were to have come into force on the 25th September, and pending their rescission their operation remains in abeyance. The position of the opium trade, therefore, remains on the same footing as before, although considerable watchfulness will have to be exercised lest another attempt be made to assail a trade of the monumental value of the opium traffic to the Colony.

MIDDLESEX AQUATIC SPORTS.

SECOND DAY.

The above sports were postponed from Wednesday afternoon owing to the state of the weather, and although it looked threatening yesterday afternoon the rain never came down and the programme of events was gone through without a hitch before a huge gathering.

The second day's programme comprised—

1.—FINAL 50 YARDS RACE. 6 prizes. 1. Lance Corporal Rolfe, 2. Lance Corporal Clarke, 3. Drummer Flatt, 4. Corporal West, 5. Private Thompson, 6. Private Winter.

2.—FINAL 220 YARDS RACE. 6 prizes. 1. Lance Corporal Rolfe, 2. Private Marsh, 3. Lance Corporal Clarke, 4. Private Thompson, 5. Lance Corporal Riddale, 6. Private Wilmoth.

3.—DRESS RACE (40 yards) 6 prizes. This was a very funny event and created a great deal of mirth, the competitors being dressed in canvas suits, canvas shoes, grey shirts and socks, many of whom could hardly move when they took the water with all their gear on. It resulted as follows after an awful scrimmage:—1. Lance Corporal Perkins, 2. Lance Corporal Clarke, 3. Lance Corporal Geo, 4. Lance Corporal Bowles, 5. Private Essex, 6. Private Grotter.

4.—OPEN 100 YARDS RACE (3 prizes). This was a very good race and was won by Gunner Carter of the R.G.A. in 1 minute 19.45 secs. with Sapper Morrish of the Royal Engineers a close second. Lance Corporal Rolfe of the Middlesex who had already swam in a couple races previously came in for third place.

5.—FINAL 100 YARDS RACE. 6 prizes. The finish of this was again very close and was won by Lance Corporal Rolfe. The others were in the following order:—2. Lance Corporal Clarke, 3. Private Thompson, 4. Lance Corporal Perkins, 5. Corporal West and 6. Lance Corporal West.

6.—CONSOLATION RACE. 100 YARDS. 18 prizes. Open to all competitors who have not taken a prize at this meeting. This brought out a good number of contestants and after a close race, ended in a win for Private Gale.

ARTER THE TYPHOON.

INQUIRY CONTINUED IN PORTLAND STREET COLLAPSES.

At the Magistracy this afternoon, the inquiry into the circumstances attending the death of several persons, who were killed by the collapse of a number of houses in Portland Street, Yau-ma-tei, during the last typhoon, was resumed. Mr. J. H. Kemp presided as Coroner. The jury consisted of Messrs. Frank Autes, Hugh Dappling and G. G. Catchick.

Mr. F. B. L. Bowley (Crown Solicitor) appeared for the Crown. Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) represented the defence.

Inspector McHardy was present on behalf of the police.

Mr. H. W. Bird, of Messrs. Palmer and Turner, was re-called. He stated in answer to the Coroner, that he could find no record showing that Mr. Tooker's letter of October 23rd was communicated to the owners. He produced a list, showing the number of times he had visited the houses. Once a week, or sometimes twice, the premises were inspected. Asked as to whether it was usual to test mortar, witness replied in the negative. In reply to a further query, he said, "If you had some reason for thinking the mortar was not good you would test it." On his visits, he looked at the mortar. He did not know if the houses were leased by their owners to anyone. It was only since the collapse that he noticed the mortar was not good. He did not notice the bonding at the time. The cracks in the houses he was aware of.

The Coroner—You think you would have passed the wall if you were building the houses for yourself?—Yes, I do.

Had the specification anything to do with the mortar?—No.

Nothing more you wish to add, do you?—No. By the Foreman—Should the bonding not have been very good would it not have been evident to you?—You rarely see perfect bonding here, owing to the size of the bricks. Bondings very seldom look perfect on the face. Chinese bricklayers are not perfect in their work. Their idea of the work is very primitive.

Mr. Tooker, in his letter, said that the walls were not properly bonded front and back?—There was no evidence of that.

Mr. Crisp reported similar to Mr. Tooker?—continued the Foreman of the jury.

The Coroner explained that there was no evidence taken on oath to that effect. The correspondence was put in for guidance. What evidence there was against Mr. Bird or Messrs. Palmer and Turner was on oath.

The Foreman continued to put his next question in a similar strain: "Having known that the mortar was of poor quality, were the tie-rods put in to counteract the weakness?" he asked.

The witness replied that it was not admitted that the mortar was poor.

Do you think that if the party walls were properly bonded they would have given way leaving the main walls standing?—The house where the party walls fell was at the corner house, which was open to the wind.

I take it that when you are putting up houses you make special allowance for typhoons, know you they come yearly?—No special allowance was made in this case, except that tie-rods were put in.

The Coroner—Do you know how often the Building Authority went round to inspect the buildings?—No idea.

The Coroner said he would call another witness to answer the question.

The Foreman—Don't you know, Mr. Bird?—I don't. They go there entirely on their own.

In your opinion do you think the buildings were perfectly sound when they were building?—Yes.

To stand any ordinary typhoon?—Yes. But you can never tell what may happen in a typhoon. The best building might be blown down.

Mr. Enos Smith, secretary of Humphreys Estate and Finance Company, was next called. He said he had held that office in the company for nearly three years. Asked how much Kowloon Island Lot 739 and 760 cost his company, he replied \$13,163 for each lot. The buildings cost \$74,000 (contract price). The cost of building the twenty-four houses, including additional cost, was \$8,751.37. The entire block was leased to a Chinaman for \$12 a month. That was gross rent. He had calculated the net rent. The percentage on the total outlay was between 21% and 25%.

Hon. Mr. W. Chatham, C.M.G., Director of Public Works and Building Authority, said that in 1900 Mr. Tooker was in charge of building work until he signed the building certificate in 1903. Mr. Haggard, assisting during that period. The witness was not sure whether Mr. Tooker had any leave during that period, but on consulting the Civil Service List he found that Mr. Tooker was at work all the time. Mr. Crisp was the building inspector for the whole of the Colony. In January, 1903, two new inspectors arrived, and a third one came later to relieve Mr. Crisp, bringing the staff up to three.

The Crown Solicitor—The Foreman of the jury wants to know during the time it took to construct these buildings how many times the building inspectors went round inspecting. Can you answer the question?

Mr. Chatham—I can't. His visits must have been very small as they had the whole Colony to look after and a great deal of work was in hand.

Did you during the course of construction go round on a visit?—No.

Mr. Tooker had permission to sign the policies?—Yes.

In 1903, there were many collapses in the Colony?—Yes.

The witness continued to state that prior to these collapses he suggested that the thickness of walls should be increased. By Ordinance of 1903 this was done, and the thickness of walls was increased considerably, but this did not apply to the houses in question. Since

the collapse he had visited the foundation and found that a bar could be got below the foundation to a distance of two feet six inches. There was some doubt as to the ground, where the bar went through, but the rest was all right. He would not say whether at this "doubtful spot" the ground should have been six feet lower. At this place where the opening was made there was a slab of concrete, about four feet wide and running at right angles. It made examination difficult. Assuming that the upper layer was strong at that place where the work was sunk no piles were necessary. The bonding of the brickwork was inferior, the mortar decidedly so, and the bonding of the plank walls decidedly non-existent. There were a number of cracks in different parts of the walls. The cracks in the first party wall standing were decidedly old cracks. They had been smeared up with plaster and had opened up again, if not for that. The witness was aware that iron straps had been put into the building. It did make up for the lack of bonding, but it could never fully do so. It was practically impossible for the front walls to have fallen when he remembered the two floors and the roof. He considered undoubtedly that the bonding, defective mortar, and cracks would render the houses more liable to collapse during a typhoon. He thought the contract price a fair one for that time.

The Coroner—With regard to the collapse of the coolie quarters of the Deep Water Bay Brick factory, was that due to the brickwork?

Witness—The report I received was that the bricks were good.

Did you examine them?—No.

In reply to a question put by the Foreman, Hon. Mr. Chatham said that he could not say that the houses were in a sound condition; if so they would not require typhoons.

Considering Mr. Tooker's report to the effect that the mortar was poor, etc., the Foreman asked whether it was wise to continue building. Mr. Chatham's reply was inaudible.

So that in your opinion then buildings might be passed against the better judgment of the authorities?—continued the Foreman.

Mr. Chatham—Yes.

How many building inspectors are there now?—Three.

Are there any fixed rules as to the frequency of visits to buildings under construction?—No. Each man has his district. He had to receive plans, and in the mean time make his visits.

Do you think that the brickwork could be put up without the knowledge of the architect? Do you think that, even considering the number of visits paid by Mr. Bird, they [the contractors] could have put up the bad brickwork?—The architects ought to have noticed that.

Before he left the witness-box, Mr. Chatham said that when he recommended that the thickness of the walls of the buildings in the Colony should be increased generally all the architects in the Colony represented to the Government that it was quite unnecessary, and that the thickness of the walls was ample.

At this stage Mr. Gedge said that he appeared for Mr. Bird, with the permission of the Court. He asked for a short adjournment to see if his client wanted to call any witnesses. He had just been instructed.

The Coroner consented, and the inquiry was adjourned until Tuesday at 2.15 o'clock. Mr. Gedge intimated that if he did not want to call witnesses he would notify the Crown Solicitor on Monday.

BILL FOR BOARD AND LODGING.

FOREIGN WOMAN ACCUSED OF GIVING AN UNSTAMPED RECEIPT.

A somewhat interesting case is booked for trial in the Police Court, on Monday next. The preliminary hearing took place this morning, and it was on account of the absence of the defendant that the remand was granted.

A woman, giving the name of Miss Perry, and her address at 18, Hollywood Road, prosecuted one Miss Adelle Forrest, of 23, Lyndhurst Terrace, under the Stamp Ordinance. It was alleged that the defendant gave complainant a receipt for \$30.67, which did not bear a postage stamp.

It was stated that the Perry woman formerly resided with the defendant at her residence in Lyndhurst Terrace. Towards the end of September defendant signified her intention of leaving the house, and called for her bill, which amounted to the sum mentioned above. She handed the money to defendant and demanded a receipt, defendant, it is reported, giving her a receipt on a piece of note-paper, on which no stamp appeared. The matter was communicated to the police, and the summons was issued.

Mr. Denny, of the Crown Solicitor's office, informed the magistrate (Mr. J. H. Kemp) that the defendant was ill and could not appear. She had said that a medical certificate had been sent in. The facts of the case, he said, were clear, and he produced the alleged illegal receipt. He asked for an adjournment.

His Worship said he had received the certificate a few minutes before, but he did not think it was satisfactory as the medical officer had not stated what was the nature of the defendant's illness.

He, however, granted the adjournment until Monday next, at 11 a.m.

THE PROHIBITION OF MORPHIA.

AQUID PRO QUO.

Tokio, September 28.

A telegram to the *Jiji* from Peking states that Japan has agreed to accede to China's request for the prohibition of morphia on the condition that China enforces trade-mark regulations.

To this China replies that the subject of trade-marks has nothing to do with the morphia question.—*N. C. D. News.*

FATALITY AT KOWLOON.

DEATH OF MR. F. E. CORNELL.

Under most distressing circumstances, Mr. Francis Cornell, an electrical engineer, in the employ of Messrs. Wilks and Jack, met his death at Kowloon yesterday. The sad affair occurred in a godown at Blackhead Point, Kowloon, in the afternoon.

According to particulars placed at our disposal it would appear that Mr. Cornell was engaged in attending to some electric wires which are attached to the ceiling of the godown in question. Having examined the defects, he descended to the ground floor in a lift to procure some tools. He was returning with the spanners to begin work in the same lift, the door of which was open, when the mishap which was to end his days occurred. Half-way up, it is believed that something went wrong with the lift. It stopped suddenly with a violent jerk, plucking Mr. Cornell forward, so falling the unfortunate man got jammed between one of the floors and the lift, and was killed instantly. His body was then removed to the morgue by the Water Police.

Mr. Cornell was a man of about thirty-five years of age, and his untimely end will come as a surprise to many. He leaves a widow and two children.

The funeral (a masonic rite) took place this afternoon, the cortege being followed by a large number of people.

FOUND DEAD IN THE STREET.

SUDDEN END OF A CHINESE YOUTH.

Some time last night, while Detective Inspector O'Sullivan was strolling along Hollywood Road his attention was directed to a large crowd which had congregated on the roadside. Elbowing his way through the mob the inspector saw the body of a young lad lying near the side channel. An examination proved that the boy was in a dying condition. An ambulance was secured from headquarters, but the youth died on the way to hospital.

Inquiries made elicited the information that the youth was about thirteen years of age, by name Ah Tak, and resided with his parents at 44, Hollywood Road. How he met his death is at present unknown; neither was he misled by his people. But it is believed that he overbalanced himself while looking into the street from the second floor verandah—a drop of about thirty feet. Death intervened some few minutes later.

"CLUCK CLUCK CLUCK!"

DOWNFALL OF A CHICKEN STEALER AT YAU-MA-TEI.

One of those notorious scamps, who are always trailing about with poultry owners, was captured at Yau-ma-tei yesterday. Chan, for that was his surname, was walking along Station Street in the afternoon, when he spotted a white chicken crossing the road. Pulling out from his pocket a small pouch which contained rice, Chan squatted himself down on the side of the road and "cluck-clucked," to attract the attention of the "bird." At the same time scattering some rice on the road. Of course, the chicken, it was a very quiet one, by the way, came up for a feed, and Chan grabbed it. Almost simultaneously he was grabbed by one of Inspector McHardy's men, who was watching him. In the Police Court, to-day, Chan was given three weeks' hard labour for the theft.

THE French mail of the 1st September was delivered in London on the 1st inst.

A JAPANESE stowaway was found on board the China Merchants' steamer *Chiyen* which reached port from the North, this morning. The man admitted boarding the vessel at Shanghai. He came here, he said, to see his friends. In the Police Court this morning, Mr. Kemp fined him \$15, or in default six weeks' hard labour. He could not raise that sum and was taken "in." Second Officer Sullivan, who prosecuted, said that stowaways were very common on board this vessel.

OWING to the international complications caused by foreigners opening companies and shops in China in contravention of the treaties, the Wai-wu-pu intends to ask the Diplomatic Corps to stop the practice and with this object in view has ordered the Viceroy and Governors of the various provinces to ascertain the number of foreign "shops" in their respective provinces, how many of them are situated in Settlements and how long has each been carrying on business.—*Shanghai Times.*

THE death took place on board the Shanghai Tug and Lighter Co's tugboat *Fuk Lee* late on Friday night, 29th ult. of Captain James Kirk, a well known mariner, who had been in the employ of the Towboat company for a number of years. The deceased, who came out in the East many years ago, was a Scotsman by birth and was well known to many of the China Coast and river ports for his genial disposition and good qualities. He was formerly in the China Merchants company which he joined as second mate and worked his way up to the post of captain. For services at the wreck of the P. and O. steamer *Sobraon*, near Foochow in 1900, he was officially thanked, and received several testimonials for his courageous conduct. For the past few years he had been in the Towboat service, in which employ, he gave general satisfaction. He had been ailing for some time past and died of cardiac failure. He was seen half an hour before his death by Dr. Wyatt to that, an inquest was considered unnecessary. He was buried at Bubbling Well cemetery and the funeral was attended by many of the seafaring community and other friends. There was a large number of witnesses at an inquest of the body, and the fact of the M.O.A. was half mowed during the day.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHINA'S SORROW.

FLOOD IN CHIHLI.

[By courtesy of the "Sheng Po"]

Peking, 1st October.

There has been continuous rain in Po Tai district Chihli province, for about ten days.

The river rose in consequence more than one cheung.

The embankments burst and over two hundred villages are under water.

At present the number of lives lost and houses destroyed cannot be ascertained.

RUSSIANS IN HARBIN.

ROWDY SOLDIERS.

[By courtesy of the "Sheng Po"]

Peking, 1st October.

The Waiwupu has requested the Russian Minister in Peking to prevent Russian soldiers in Harbin from molesting the inhabitants in that city.

A Peking dispatch states that the firm stand made by Grand Councillor Yuan Shih-kai on the question of making Harbin an international port of trade has had the effect of greatly weakening the opposition of the Russian Minister in Peking, whose Government desires to make the place a closed port, apparently open to Russians only.—N. C. D. News.

CIGARETTES.

NOT TOLERATED IN COURT.

[By courtesy of the "Sheng Po"]

Peking, 1st October.

Persons holding offices in the Imperial Court are prohibited from smoking cigarette.

[Reuter's]

MO'OOO.

London, 30th September.

France and Spain are drafting a fresh Note to Mulai Hafid in which the guarantees demanded of him are modified in accordance with the examination of the first Note by the Powers.

Turkey.

Advices from home report that a semi-official meeting between M. Iswolsky and Signor Tittoni at Desio shows that there is complete identity of views in Russo-Italian official circles regarding the new situation in Turkey.

Later.

Sir Robert Hart.

It is stated that the report of Sir Robert Hart's recall to China is unfounded.

De Beers Re-opened.

The re-opening of the De Beers diamond mines is announced.

Bulgaria.

France has joined in the protest of the other Powers at Bulgaria's retention of the Oriental Railway.

THE COTTON YARN MARKET.

PROPOSED JAPANESE EXPORT BOUNTY.

Some business has been transacted with Chinese merchants in Osaka during the past few days. Silver has been rising, and the yarn market has improved in proportion, but as the market for home consumption remains high, a very small amount of business is being done for export. On Friday, 18th ult., the weather was fine, reports about the harvest being good, and the silver market rose further, while American raw cotton, of which large stocks are held in Osaka, was reported to be firmer. Consequently the yarn market also showed improvement. The closing quotation on the 18th ultimo are compared with those on the previous day as follows:—

	Sept. 18, Sept. 17.
September delivery...	Y11.50 Y10.70
October "	111.40 110.30
November "	117.10 116.30

It may be mentioned that the committee of the Cotton Spinners' Association held a meeting on the 18th ultimo at the Osaka Hotel to consider further measures for encouraging the export of yarn, but after protracted debate the meeting came to a conclusion without arriving at any satisfactory result. It was decided that the existing lottery scheme should be continued. We are informed that among others a proposal was considered to pay a bounty of Y6 on each bale exported; the proceeds being obtained by a tax on each bale of yarn produced in Japan.

TYPHOON IN THE PHILIPPINES.

DETAILS OF THE DISASTER.

Supplementing the details published in our special Manila telegrams last week, the following reports of the typhoon in the Philippines from our enterprising contemporary, the *Cable News American*, of the 27th ultimo, will be read with interest.

From information received from the provinces over which the recent typhoon passed it appears that no little damage was done throughout its path. Telegraphic reports from Catbalogan, Samar, where the storm first struck, say that "a terrific typhoon passed over Samar this morning blowing destructively for six hours. The town suffered considerable loss in property." The Government buildings were also severely damaged but all important official documents were saved. No lives were lost and only a few persons slightly injured.

From Masbate comes the report that the storm passed over that island, blowing from two in the afternoon till nine in the evening. The town of Masbate was completely destroyed. The municipal building, the provincial and municipal schools, the church of the parish and over one hundred and six houses were wiped off the map and 300 families were left homeless. The losses are estimated at over P100,000. No personal injuries are reported. No news has been received as to the municipalities of the island so far.

The lieutenant governor of Romblon reports on the storm as follows:—"Last night, between nine and twelve o'clock a heavy typhoon occurred, barometer reading 'Destructive typhoon.' Pueblo almost destroyed. All houses without exception have suffered damage. In government building offices full of water; coal shed completely unroofed; all other departments and offices wetted. So far I have no news of personal accidents. Material losses will be incalculable; but I expect them to be large. Coconut plantations suffered considerable losses."

In passing Albay the storm cast the small steamer *Brit-Ai* ashore opposite Legaspi. It also completely destroyed the wharves of the port with the exception of two. Serious damage is believed to have been done in Tabaco also but up to the present no word has been received of it.

The brigantine *Frans*, which was off Masbate when the storm struck, has been totally destroyed and three of her crew are said to have perished. The *Villa de Soncido*, a sailing ship belonging to Liguzaga Hermanos, also went ashore after losing three of her anchors. Her crew were saved. It is believed the ship will be saved also.

The *Engelita* family went ashore at Marinduque. She was laden with lumber. Her crew were saved but the vessel is a total wreck. The *Pathfinder*'s tender went ashore at Tacloban, her crew being saved.

Latest advices from Masbate show that the municipalities of Mobo and Milagros of that island have suffered severely. In Mobo four public buildings were destroyed and but few private houses remained intact.

In Milagros all the public buildings and 120 private houses were destroyed and almost all the other buildings in the town were severely damaged. Hundreds of persons have been rendered homeless as a result of the storm although no one was injured.

The other municipalities of the island have probably suffered equally. No reports have been received from them yet.

Warner Parson and company have received word that the storm created havoc among the coconut and hemp plantations of Samar and Leyte.

In Catbalogan the leper hospital was destroyed and the archives of the bureau of health were badly damaged. In the town several persons were killed and injured, reports having been received of two killed, two drowned and three injured.

The constabulary curule of Catubig, Catbiga, Maglaon and Wright have been totally destroyed and the curule in Catbalogan much injured. In the island of Cagduyong, off Catbiga, five people were drowned.

In the port of Mobo, Masbate, the brigantine *Frans* was wrecked and the captain, a Spaniard named Enrique Magdaon, and two of the crew, together with the ship's carpenter, a Chinaman, were drowned.

On the petition of the governor of Leyte the permanent committee has given P1,500 of the calamity funds to the sufferers from the storm there. Two thousand pesos was voted to Samar for the same purpose and P500 to Dr. Cullen for the alleviation of the sufferings of the lepers whose hospital was destroyed. Another sum of P2,000 was set aside for Masbate as relief funds.

LOSS OF S.S. "TARLAC."

29th September.

The *Tarlac*, a coasting steamer belonging to the Compania General de Tabacos de Filipinas, was lost on the afternoon of the 23rd off the island of Andin, Borongan Bay, Samar, as a result of the recent baglio, and the entire town of Borongan has been wiped off the map and damage to the amount of P4,000,000 has been done.

News of the terrible disaster to the town was received yesterday by the executive secretary from Lighthouse Inspector Fels who reports that "The typhoon totally destroyed the town of Borongan with a loss of life of five persons and damage amounting to four million pesos." This high rate of damage is believed to be due to the large amount of hemp that has been stored in the town and which was awaiting shipment to Manila for export.

As regards the ship *Tarlac* the Compania General de Tabacos de Filipinas has received a letter from the captain of the ship giving details of the disaster. The captain says:—

"As a consequence of the typhoon of the afternoon of the 23rd, seeing the state of the weather, I took refuge off Andin Island, port of Borongan, passing the night there without event till four in the morning when the storm set in, increasing in intensity till half past eight when the vessel passed over an old great dam and

to the ship's upper works. We held our bows, however, till nine o'clock that morning when we began to ground on the coral reefs, tearing our bottom and turning over to the board with a list of 15 degrees. By mid-day the engine-room was full of water. No lives were lost. As ship contains only fermenting rice, life aboard is very difficult and we are in need of urgent relief."

Captain Tomroth of the lighthouse tender *Corra*, reports that "The *Tarlac* is a total loss." Inspector Fels of the lighthouse division has somewhat better news however and reports as follows:—

"The *Tarlac* is a ship of 957 tons burthen, built in 1895 at Cadiz by and for the Compania General de Tabacos de Filipinas for its inter-island trade. She is a steel ship formerly known as the *Yildora Pasa*, 229 feet long, 31 in breadth and draws 18 feet of water. She is valued at P180,000 and was in such good condition that it was underwritten for the same amount. She is the first ship to be lost by the company in its 27 years of trading in the Philippines."

It appears from all accounts that the ship was struck by an immense wave eight metres high which made her almost turn turtle and filled her engine rooms, swamping the fast existing ship's fire. She was riding heavily in the neighbourhood of the coral reefs which threatened vessels in those waters and the immense wave appears to have caught her and thrown her out of the deep water into the shallow in a single bound. It is believed that she struck the bottom but once, and probably received but small damage.

MISSING CAMERA ACTION.

PHOTOGRAPHER HELD L'ABLE.

The very interesting action brought by Mr. W. L. Weaver, an architect and surveyor, of 88 Des Vaux Road Central, against Messrs. Long Hing and Company, photographers, of Queen's Road Central, to recover a camera, or its value—\$90—which had been deposited in the hands of the defendant firm, and which had been misplaced, was concluded in the Supreme Court, this morning, when judgment was delivered by Mr. Justice Gompertz.

His Lordship stated that he had come to the conclusion that the camera had been handed to the defendants to be attended to. He was of opinion that the defendants had handed over the camera, by mistake, to somebody, and that by so doing he found that they were liable. The plaintiff claimed \$90, but his Lordship entered judgment for the plaintiff for half the amount, with costs.

Mr. J. H. Gardiner, of Messrs. Brutton and Hett, was for the plaintiff. The defendants were represented by Mr. G. E. Morrell, of Messrs. Golding, Barlow and Morrell.

JAPANESE TELEGRAMS FROM KOREA.

The following letter from Mr. H. Cockburn, British Consul-General at Seoul, to Mr. E. T. Bethell, published in *The Japan Chronicle* is of special interest:—

"H. B. M. Consulate-General, Seoul, September 10, 1908.

"SIR,—Some three weeks ago you wrote to ask me to invite the Japanese authorities in Korea to exercise control over the local correspondents of Japanese newspapers with a view to stopping the dissemination of false statements tending to your injury and discredit. I did not formally reply to your letter because on the 20th August I had an opportunity of explaining to you my views in conversation. I pointed out to you that one at least of the Japanese newspaper correspondents had reported by telegram that either I myself or some member of my staff was personally concerned in the alleged embezzlement of the Loan Redemption Fund, and I told you that I thought the statements of these persons should be treated with indifference. You thereupon represented to me that although you might be indifferent to false statements appearing in the vernacular press of Japan, it was not impossible that some of these statements might be repeated in telegrams to England and that your reputation might thereby be injured in the eyes of those who did not know how untrue the statements were. The original purveyors of the information."

"You also pointed out that it was useless to hope for redress by means of a libel action in Japan, and in this, from what I have been told of the Japanese law of libel, I felt bound to agree with you. I adhered, however, after full consideration, to my opinion that it would be useless for me to make for your protection the representations you desired to the Japanese authorities here."

"I did not, at the time of this conversation, fully realise in what manner the statements appearing in the vernacular press might be misused. You have, however, to-day drawn my attention to a telegram dated Tokyo, August 31, published in the *North China Herald* of September 5, as received from the Tokyo correspondent of that newspaper, to the following effect:—'It is reported from Japanese sources that there is considerable native agitation in Seoul against Mr. Bethell in connexion with the national debt redemption funds.' The Japanese telegrams state that Mr. Bethell confessed to misappropriation in reply to remonstrative inquiries that were made yesterday."

"Under the circumstances, I think that you are entitled to a formal expression of my opinion, which is that the mere fact of a statement being telegraphed to Japan by a Japanese newspaper correspondent ought not to be considered as creating any presumption that there is the slightest basis of truth for it. I am, Sir, Your obedient servant, (Signed) HENRY COCKBURN."

THE U. S. FLEET.

MANILA VISIT MUST BE POSTPONED.

The *Manila Times* of 26th ult. says:—"Bitterly disappointing as it all is, there remains nothing but to postpone the formal reception to the officers and men of Rear Admiral Sperry's fleet. Acting within his authority and his duty Secretary Metcalf has issued an order directing Sperry to refrain from landing either officers or men if conditions in Manila are so choleraic as to be 'dangerous'. It would be possible to land both officers and men here without danger, providing proper care were exercised but that Sperry, acting on the side of prudence, would decide that it would be 'dangerous' for his men if there were only a few cases of cholera in the city. There are chances in the matter in which we of Manila have just as great an interest as Secretary Metcalf and Rear Admiral Sperry—it would be more than unfortunate if a single case communicated itself to the battleships—and the safer thing will be the best."

The convenient arrangement for postponement is of one month but is there any real ground for the doubt that we cannot cleanse our city in one month? The probabilities are that we can—we surely can if we redouble the efforts that we are now making. The attack is evidently a light one, for the death rate has been quite low and there are many indications that it is steadily receding."

The people of Manila accept this situation with no grace because there is deep-rooted conviction that it was criminal folly to stand idly by while the disease slowly worked its way down from the north. It has also been discovered that the health department was quite without equipment for fighting the disease when the tardy call to arms was sounded: The San Lazaro hospital, instead of being improved by the lessons of experience, seems to have been permitted to go backward. There is in all this a grave responsibility and when the time and the occasion come we ask that there be a most searching investigation. We want to see the responsible ones who have failed searched out and singled out and driven from the service. There is much in the plea of the shortage of money but we are advised that last year this very department turned back to the treasury a large sum of money."

It was very expensive economy, as this very painful experience has shown, because a part of it would have provided the simpler kinds of equipment that were needed the moment the slightest strain was put on San Lazaro and the department."

This question goes to the very efficiency of this government and to justice to itself it must make a complete investigation."

FIRE IN KOBE.

EUROPEAN GODOWN DAMAGED.

At about 7.30 yesterday morning, reports the *Japan Chronicle* of 20th ult., residents on the Hill were awakened by the clanging of fire bells and the usual shouts of excited rikishamen and night watchmen, who tried to make it a point of creating a din as soon as the bells commence ringing. From the Hill, however, nothing could be seen of the fire, which was a very small one that had broken out in the two-storied godown of Messrs. Corries & Co., close to the Oriental Hotel. The fire brigade turned out promptly, but for some time were unable to gain admittance to the godown owing to the massive iron doors and windows being securely locked and barred. After a few minutes' delay the key was obtained and the doors opened, whereupon dense clouds of smoke, which had been pent up within the brick wall, belched through the opening, and for a few moments it was impossible to see more than a yard in front of one's eyes. The firemen entered the godown when the smoke had cleared, and in a few minutes the fire was extinguished, the place being almost swamped by the great volumes of water which were brought to play on the flames.

The cause of the damage is not known, but fortunately the damage was not very great, while the brick godown is intact. The upper floor was stored with cowbells, horns, etc., and it was these goods that were damaged by the fire. The ground floor contained electrical machines and bicycles, but these were only damaged by water. The extent of the loss is not yet known.

FLOOD RELIEF FUND.

The committee of the combined Chinese churches and Chinese Y.M.C.A. for the above Fund beg to acknowledge with thanks the following donations.

Mr. W. G. Humphreys.....	\$250
Messrs. Macdonald & Co.....	100
Mr. C. G. King.....	20
Mr. D. M. Humphreys.....	10
Mr. V. F. V. Ribeiro.....	5

and donations from Chinese friends too numerous to mention making a total of \$3,853.83. Of this amount there is still a balance in hand of over a thousand dollars which will be used for Flood relief purposes.

CRICKET.

To-morrow afternoon, commencing at 2 p.m. on the Hongkong Cricket Club's ground, the Interport team will play the Rest 1.

Interport team.—Mr. W. O. D. Turner, (Capt.), Mr. R. B. O. Bird, Mr. A. A. Claxton, Mr. A. W. J. Peake, Mr. R. O. Hutchison, Mr. W. Edwards, Lt. E. J. H. Houghton, 105th Mah., Lt. G. R. Home, 3rd Mid. Regt. Corp. Sherpe, 3rd Mid. Regt., Bandsman Barton, 3rd Mid. Regt., A. N. Other.

The Rest.—Mr. R. Hancock (Capt.), Mr. H. Hancock, Mr. T. E. Pearce, Mr. H. E. Makin, Mr. A. P. Dashwood, Mr. E. B. Reed, Mr. E. A. Fowler, Mr. A. H. Young, Capt. A. H. Hooper, A.D.C., Capt. H. M. Bessley, R.A., A. N. Other.

To-day's Advertisements.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned on FRIDAY, the 23rd inst., at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd instant, 1908, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents.
Hongkong, 2nd October, 1908. [886]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held TOMORROW, the 3rd October, at 12.30 P.M., at the Office of the JOCKEY CLUB on the Ground floor of the Hongkong Club Annex, Chater Road.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 2nd October, 1908. [861]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOSHOW.

THE Company's Steamship

"HAICHING."

Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 3rd instant, at 4 o'clock P.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 2nd October, 1908. [890]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOSHOW.

THE Company's Steamship

"HAIMUN."

Captain Evans, will be despatched for the above Ports, on TUESDAY, the 6th instant, at 12 o'clock Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 2nd October, 1908. [887]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

MONDAY,

the 5th October, 1908, at 2.30 P.M., at No. 179, Queen's Road Central.

SUNDY

HOUSEHOLD FURNITURE,

Comprising:—
TEAKWOOD SIDEBOARDS with BEVELLED GLASS, IRON BEDSTEADS, GLASS, CROCKERY and E.P. WARE, OVERMANTELS, a quantity of BRASS WARE, PHOTOGRAPHIC APPARATUS, &c., &c., &c.

Catalogues may be had on application.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 2nd October, 1908. [888]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

THURSDAY,

the 8th October, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street,

SUNDY HOUSEHOLD FURNITURE,

Comprising:—
SIDEBOARD and WARDROBES with BEVELLED GLASS, SILK TAPESTRY-COVERED DRAWING ROOM SUITS, Double and Single IRON BEDSTEADS and FOLDING GLASS, CROCKERY and E.P. WARE, OVERMANTELS with BEVELLED GLASS, IRON FENDERS, &c., &c., &c.

ALSO

One COTTAGE PIANO by Collard & Collard, London.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 2nd October, 1908. [889]

JAPANESE DIPLOMACY.

DISCUSSIONS OF THE STATE COUNCIL.

Tokio, September 25.

A State Council was held to-day, which was attended by Prince Ito, Prince Yamagata, Marquis Matsukata, Admiral Yamamoto, the Premier, Marquis Katsura, and other members of the Cabinet.

The discussion turned upon the readjustment of Japan's diplomacy corresponding with her financial reforms. The strengthening of Japan's alliance with Great Britain and of her relations with other Powers is held to be an inevitable step.

The sojourn in Japan of His Excellency Tang Shao-yi is expected to expedite the solution of outstanding questions between China and Japan, while the departure for Peking of Baron Hsin, the new Japanese Minister, probably marks the inauguration of a new and broad-minded policy on the part of Japan towards China.

Later.
With reference to the State Council's meeting to-day, I hear, on reliable authority, that the following subjects were discussed: the Pakumen railway difficulty; Japan's policy as regards China; colonisation in Korea and Manchuria; relations with the Treaty Powers; the emigration question and the new directions for Japan's mercantile trading.—N. C. D. News.

Intimations.

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MARVELLOUS AUXETOPHONE

THE ROBINSON PIANO CO. LTD.

Hongkong, 22nd August 08. [15]

KOWLOON HOTEL.

"THE CATCH OF THE COLD SEASON."

MUSICAL DINNERS

EVERY

SATURDAY at 8 P.M.

SPECIAL MENU.

STRING BAND

IN ATTENDANCE.

DANCING

at 9.30 P.M.

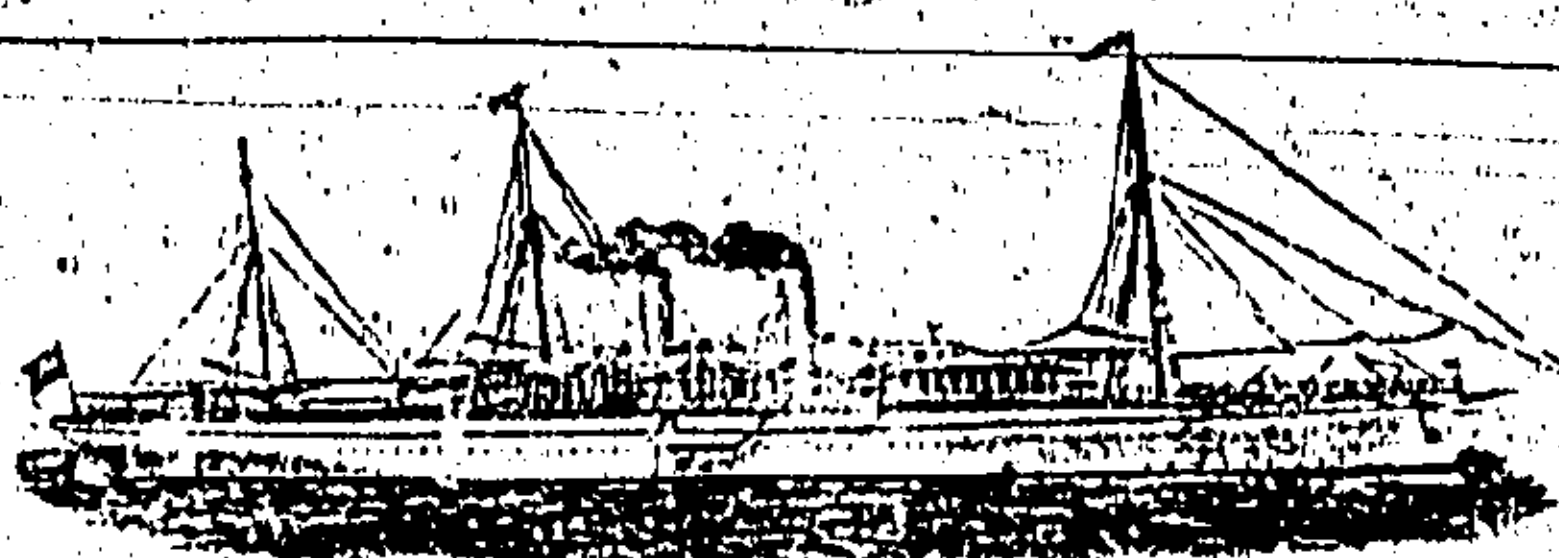
O. CHAYTOR, O. E. OWEN,

Manager, Proprietor.

Kowloon Hotel, 22nd September, 1908. [16]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 3 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

(Subject to Alteration)

PROPOSED SAILINGS.	Leave HONGKONG	Arrive VANCOUVER
R.M.S. TONS		
"MONTEAGLE" 6,163	SATURDAY, Oct. 3rd	Oct. 27th
"EMPRESS OF INDIA" 6,000	SATURDAY, Oct. 17th	Nov. 7th
"EMPRESS OF JAPAN" 6,000	SATURDAY, Nov. 7th	Nov. 28th
"GLENFARG" 3,700	TUESDAY, Nov. 10th	Dec. 8th
"EMPRESS OF CHINA" 6,000	SATURDAY, Nov. 14th	Dec. 19th
"MONTEAGLE" 6,163	SATURDAY, Dec. 12th	Jan. 5th, 1909
"EMPRESS OF INDIA" 6,000	SATURDAY, Dec. 26th	Jan. 16th

S.S. "GLENFARG" is a Freighter only and does not carry Passengers.
"EMPRESS" steamships will depart from Hongkong at 4 P.M.
S.S. "MONTEAGLE" and "GLENFARG" at 11 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class £40. " " " £42.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40. " " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.
R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates: affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. ORADDOCK, General Traffic Agent for China, &c., Corner Pender Street and Praya, Opposite Black Pier 15.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	Op
MANILA	YUENSANG	SATURDAY, 3rd Oct., 1 P.M.
SHANGHAI, TSINGTAU, AN-TUNG and NEWCHANG	WAISHING	SUNDAY, 4th Oct. Daylight.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	FRIDAY, 9th Oct., 1 P.M.
MANILA	LOONGSANG	FRIDAY, 9th Oct., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 14 DAYS.

The steamers Kuisang, Namsang and Loongsang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chaofo, Tientsin & Newchwang, for Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 2nd October, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMSHIP	TO SAIL
SAMARANG & SOERABAYA	"SHANTUNG"	3rd Oct., 2 P.M.
SHANGHAI	"KIUKIANG"	5th " 4 P.M.
CEBU & ILOILO	"SUNGKIANG"	6th " "
MANILA	"TEAN"	6th " "
NEWCHANG	"NAVOHANG"	6th " "
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	8th " "
MANILA, ZAMBOANGA and AUS-TRALIA	"TAIYUAN"	10th " "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Telephone No. 36. Hongkong, 1st October, 1908.

ADPMS.

[13]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	Almond	MANILA	SATURDAY, 3rd Oct., at Noon.
LAFFRO	2540	R. Rodger	"	SATURDAY, 10th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 26th September, 1908.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading) issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA."

Captain T. H. Hyde, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 3rd October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Victoria," 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, either Cargo for London, &c., will be conveyed direct by the R.M.S. "Persia," due in London on 14th November, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT, Acting Superintendent.

Hongkong, 2nd October, 1908.

NORTHERN PACIFIC LINE.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

Steamer	Tons	Captain	To Sail
Cruzcan	4,415	B. C. Edmunds	Oct. 9
Yamato	6,235	W. Shotton	Nov. 2
Kumakura	6,235	P. S. Cowley	Dec. 1
Yeddo	4,563	G. B. McGill	Dec. 22

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL-EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings. Hongkong, 26th September, 1908. [19-20]

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK & BOSTON.

S.S. "SHIMOKAWA" 13th Oct., Noon.

FOR NEW YORK: S.S. "PATHAN" 31st October.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 30th September, 1908. [8-10]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI."

Captain Macfarlane, will be despatched as above on or about MONDAY, 19th October.

For Freight, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 22nd September, 1908. [8-63]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$5.

Meals.....\$1.75 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON & CO., LD., and SHIP ON & CO., LD., No. 8, Queen's Road West.

Hongkong, 2nd July, 1908. [11]

Shipping—Steamers.

"SHIRE" LINE OF TEAMERS, LTD.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"MONMOUTHSHIRE."

Captain G. R. Warner, R.N.R., will be despatched for the above Ports on or about the 13th October, 1908.

For Freight and Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 1st October, 1908. [884]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above on THURSDAY, the 15th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 1st September, 1908. [860]

Intimations.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	9.30 a.m.	Every 10 minutes
9.30 a.m.	11.00 a.m.	Every 15 minutes
11.30 a.m.	12.45 p.m.	Every 15 minutes
12.45 p.m.	1.15 p.m.	Every 10 minutes
1.15 p.m.	1.45 p.m.	Every 15 minutes
1.45 p.m.	2.15 p.m.	Every 10 minutes
2.15 p.m.	3.00 p.m.	Every 15 minutes
3.30 p.m.	5.00 p.m.	Every 15 minutes
5.00 p.m.	8.00 p.m.	Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes
9.00 a.m. to 9.30 a.m.	Every 30 minutes
9.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 a.m. to 11.00 a.m.	Every 10 minutes
11.00 a.m. to 12.00 noon	Every 15 minutes
12.00 noon to 1.00 p.m.	Every 15 minutes
1.00 p.m. to 2.00 p.m.	Every 15 minutes
2.00 p.m. to 3.00 p.m.	Every 15 minutes
3.00 p.m. to 8.00 p.m.	Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1908. [19]

D. NOMA,

PROFESSIONAL TATTOOER

AND THE EXPERT REMOVER OF TATTOO MARKS.

No. 60 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.

Hongkong, 1st September, 1908. [304]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGGE (TASTELESS) FORM.

CURE NO. 1 (TASTELESS) MARVEL UPON MARVEL

NO SUFFERING

NOW DISPENSABLE

but a doctor's visit or a long stay in the hospital, with all its attendant evils, may be avoided by the use of this simple and effective remedy.

It is the only remedy of its kind in the world.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 26th September, 100 lbs. per 5 Mins.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B.

" Corned—Ham Ngau Yuk

" Roast—Shin

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chung

Bullock's Brains—Known per set

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chal

tau-keok

Mutton Chop—Yang Pai Kwai

" Leg—Young Pei

" Shoulder—Young Shau

" Pigs' Chittlings—Chi cheong

" Brains—Chi Kwau

" Feet—Chi Keok

" Fry—Chi Chai

" Head—Chi Tau

" Heart—Chi Sum

Don't Worry. Don't Worry.

WHY WORRY?

WHY WORRY?

CONSULT
PHAROS.
THE MYSTIC AND MODERN ASTROLOGER

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, Console you and Warn you. His ambition in this life is to help those in trouble, and must not be classed with the run of Palmists who use their *Suppered Gifts* to make money. Pharos is independent of this. Willing and able to let all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are failures. Have I made a wise choice in mate? Shall I take a partner into my business? Should I be wiser in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed, stamped envelope to—
PHAROS, DEPT. 24, 45 UNION STREET, GLASGOW
with your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written Test Horoscope.
With the above Pharos will send you FREE A WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/6.
1,000 " " " " Actresses, Songs, Animals, Lovers and Comic Cards for 15/-.
English and Continental Actresses hand tinted real glossy Photographs 15/- per gross.
CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.
100 Cards for 5/- Value 1d., 2d., 3d., 4d and 6d each.
500 ASSORTED Cards for 20/-.
1 gross Jewelled Cards for 9/-.
Foreign or Colonial Stamps not accepted. Kindly send Money Order.

BRITANIA POSTCARD CO., 45, Union Street, Glasgow. [3]

FURNITURE WAREHOUSE. LI KWONG LOONG & CO., 司公隆廣李 CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at No. 39, DES VOEUX ROAD CENTRAL. The only Shop in Hongkong with this name. WHERE HIGH-CLASS FURNITURE, of every description can be made to order in any design required. Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied: Messrs. A. S. Watson & Co., Ltd., write as follows— “We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexes to our Dispensary and gave us every satisfaction.” (Sd.) A. S. WATSON & CO. ORDERS punctually attended to, and CHARGES most moderate. AN INSPECTION INVITED. Hongkong, 6th August, 1908. [733]	F. BLACKHEAD & Co., SHIP-HANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS. SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAMLERS' PATENT MOTOR LAUNCHES, &c., &c., &c. Sole Agents for FERGUSON'S SPECIAL CREAM— and P & O. SPECIAL LIQUOR SOOTH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. “Honkong, 9th March, 1907” [6]
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O. C. MOOSA, 1 & 3, D'AGUILAR STREET. NOVELTIES OF THE SEASON. Trimmed and Untrimmed HATS, RIBBONS, FLOWERS, FEATHERS, &c., &c. LACE SCARFS, MOTOR VEILS IN VARIOUS COLORS. MOUSQUETEIRE GLOVES IN WHITE, BLACK & COLORS. WOOLEN DELAINES, NUNSVILINGS, VOILES, &c., &c. LADIES' and CHILDREN'S UNDERCLOTHINGS. Samples on application. Coast Port orders carefully executed.	COLD STORAGE. THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of GOLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. WM. PARLAEN Manager, “Hongkong, 22nd June, 1907” [61] LEE YEE HAIR DRESSING SALOON. HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE. 12, D'AGUILAR STREET, HONGKONG. “Hon Kong, 24 September, 1907” [64] SWATOW DRAWN WORK COMPANY, 38, WELLINGTON STREET. Dealers in all kind of HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c. all of the best quality! also SWATOW BEST PEWTER-WARE.
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DIVIDENDS PAYABLE:—

AN APPEAL.

THE SUPERIORESS of the **ITALIAN CONVENT, CAINES ROAD,** begs most respectfully to **APPEAL** to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of **NEEDLE WORK.**

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any **PAPER,** or old **ENVELOPES** to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Greenwood and Co., 1851.

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1861.)

NEW SERIES No. 6880

癸亥初月九年四十三緒光

FRIDAY, OCTOBER 2, 1908.

五拜禮

號二月十其港香

1813-18 ANNUAL
SINGLE COPY, 3d. CENTS

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
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The rates per quarter and per annum, proportional. The daily news is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly news to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

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New Territories.

BIRTHS.

On September 16, 1908, at Priestwood House, Bracknell, Berkshire, the wife of HORACE HANBURY, of a son.

On September 10, 1908, at Soochow, to the Rev. and Mr. R. C. WILSON, a son.

On September 21, 1908, at Shanghai, the wife of H. T. MONTAGUE BELL, of a daughter.

On September 23, 1908, at Shanghai, the wife of CHARLES E. LINTILHAC, of a son.

On September 28, 1908, at Shanghai, to Mr. and Mrs. C. H. FALLOON, a son.

MARRIAGES.

On Sunday, September 20, 1908, at Shanghai, JOSHUA AARON, to Miss FLORA EZRA of Shanghai, F. J. Solomon, Celebrant.

On September 26, 1908, at Shanghai, JOAO HERCULANO DA COSTA to ANGELICA MARIA OZORIO SEQUEIRA.

DEATHS.

On September 10, 1908, at Chialing, WILLIAM HENRY WALLACE, only son of the late William Brennan, I. M. Customs, aged 30 years.

On September 23, 1908, at Shanghai, the infant son of Mr. and Mrs. J. C. SHERNOL, aged 6 days.

ROSE—On 28th September, 1908, at Gooliat, "Conduit" Road, Hongkong, ELIZ B. (MAY), the dearly beloved wife of Thomas I. Rose, aged 47 years.

On Monday, September 28, 1908, at Shanghai, J. S. BAIN ROICH of the Shanghai Municipal Council Electricity Dept., aged 51 years.

On September 28, 1908, at Shanghai, JOHN MATTHEWSON CAMPBELL, aged 7 months.

On September 28, 1908, at Shanghai, PATRICK CAMPBELL, aged sixteen months.

At Shanghai, on September 28, LAWRENCE C. BROT EDMONDSTON, aged 32 years.

The Hongkong Telegraph

MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, OCTOBER 2, 1908.

A RUMOUR.

(26th September.)

A rumour was in circulation in the Colony to-day to the effect that a severe typhoon had struck the Philippine Islands yesterday, and that over 10,000 casualties have been reported. The worst damage, it was persistently rumoured locally, was done in the provinces. It is sincerely to be trusted that the evil report, which has apparently travelled wide and fast, has no foundation in fact. Inquiries made by our staff, at all the centres of likely information concerning the Philippines, have elicited no confirmation of the rumour. The American Consul-General (Mr. Amos P. Wilder) stated, in answer to our question, that he had heard the rumour, but had not received any advices from the officials in Manila. Later in the afternoon, however, Mr. Wilder courteously informed us that he had had telegrams from Manila, but none made any reference to the rumoured disaster. Most of the shipping firms in the Colony, having boats running to Manila, have had no news in corroboration of the report. The departure of one steamer from Manila this morning for Hongkong was advised to a local shipping firm. In which quarter the rumour originated it has not been ascertained. The community of Hongkong will be relieved to learn that latest official information to reach Hongkong happily makes no reference to any catastrophe having overtaken the capital of the Philippines, though it is not at all improbable that some of the insular districts might have been visited by a typhoon of more or less great severity.

JAPANESE SHIPPING DEPRESSION.

(18th September.)

The shipping trade all over the world is in a very depressed state, but nowhere is the outlook more gloomy than in Japan. A shipping expert recently gave it as his opinion that peculiar circumstances accounted for the particularly bad condition of Japan's maritime trade. First of all, there is the Chinese boycott, to which we have several times referred in this column. Not only is the boycott at Canton and Hongkong directed against Japanese goods; but foreign goods carried by Japanese vessels are also affected so that shippers from foreign ports refuse to make use of Japan as a carrier to China. The result of the boycott is that foreign goods are rapidly supplanting Japanese articles in the Chinese market. Another factor is one not by any means peculiar to Japan, and that is the rapid increase in the tonnage of the mercantile fleet, especially since the war. This has, of course, led to tremendous competition now that times are bad, and the lowering of freight rates. As in our own country, many vessels have had to be laid up. There are other factors, as, for instance, the reduction in the American trade, the increased cost of coal and higher wages, all of which tend to accentuate the depression—*Pail Mail, G. S. U.*

BRITISH TRADE RELATIONS WITH CHINA.

(29th September.)

Everybody who knows Sir Robert Hart is aware of his optimistic attitude which he holds with regard to the future of China, an attitude which is endorsed and subscribed to by even the veriest neophyte of Chinese conditions. In a recent interview the Inspector General of the Imperial Maritime Customs has been giving very sound views on some of the characteristics of trade in China. He repeated the old advice which British Consuls in China are never tired of presenting, that British merchants and traders generally, if they wish to acquire a

larger proportion of the trade with China, should give more consideration to Chinese tastes and accommodate their supplies to the demands which exist within the Middle Kingdom. He was not prepared, he remarked, to say to what extent it was a fact, but the Englishman was looked upon as very conservative in his business methods in respect alike of what he supplied and what he demanded. On the other hand, Sir Robert declared, the German merchant, who during the last twenty or thirty years has entered very strenuously into competition with the British merchant, is regarded as representing the class who are ever ready to study the wishes and wants of customers, and to do their best to meet such requirements. There must, however, be many Englishmen who are anxious to find out what their customers want, with a view to please them, and at the same time there are many Germans who supply only what their manufacturers can produce. But it must always be an advantage when a serious effort is made to accommodate business to the wants of customers rather than to limit consumers to the using-up of particular productions. The Inspector General also attached much importance to the close attention given to business by German houses, and to the fact that the representatives of German firms working in China include a larger proportion of men who speak Chinese than are at present to be found among those acting for British houses. On being asked whether he was able to indicate particularly the foreign countries now competing most seriously with Great Britain in the markets of China, Sir Robert Hart remarked:—"There are fourteen or fifteen Treaty Powers, all more or less represented in the trade with China; but the bulk of the business is still in the hands of the British. The foreign trade is shared by Japan, America, France, and Russia, and also, to a smaller extent, by other Powers. But I could not say of these that Germany is competing most seriously with Great Britain. During the last few years France has been paying more attention to Chinese trade than ever she did previously, and her enterprise is seen in the many merchant-vessels that now fly the French flag along the coast of China. The Japanese are very active, and are taking part in every branch of trade all over that country." As they speak Chinese, are living under a sky much the same as our own, and are close to their base, they enjoy many advantages which other countries do not possess. The British merchant goes to China to do a big business. But the Japanese, who is working almost at his own door, if not doing a big business, is quite content to do pedlar's work. Some of the Japanese firms are, however, carrying on a very large business, and they own steamships which form a very important feature in the shipping, not merely on the coast, but also in the regular means of sea communication between China and other parts of the world."

With regard to railways, in relation to foreign commerce, he observed that: "Although Chinese are beginning to manufacture slightly for themselves, the demand which the extended railway system is likely to cause will be an ever-growing one. So that I believe we may confidently look forward to a constant increase, and not a decrease, in the trade with China. The railway idea has taken possession of China, and a few years hence, the country will, as far as railways are concerned, be very much like a spider's web. Chinese drivers are in charge of all the trains on the Chinese railways; they do their work splendidly, they keep capital time, and there are very few accidents. The Chinese Government guarantees interest up to a certain point in respect of these lines, and, of course, it has the right to take them over at a future period." At the conclusion of the interview Sir Robert stated:—"I am an optimist, and I look forward hopefully to the future of China in every way, but the country requires time. The real parent of progress is a felt want, and China must be given time for carrying out any plans for the development of the country. There is no special anti-foreign feeling in China and certainly no jealousy towards British traders. This is good news for the British traders in China, especially for those in Hongkong, and it seems highly probable that the long-deferred visit of Sir Robert Hart to England, and the concise and extremely practical interviews which he has accorded the press of the homeland, will result in closer trade relations and greater enterprises between China and the mother country to the mutual advantage of each."

THE SHIPING TRADE.

In view of the importance of the shipping trade to the Far East the semi-annual Calendar issued by Messrs. H. E. Moss & Co. does not afford very pleasant reading. The report is summarised by the *Kobe Herald* in an article which is well worth reproduction, giving as it does in succinct form the general impression of the views held by these experts. Despite the constant multiplication of monster steamships, which does not at first sight look like an indication of bad times, there continues to be on every hand complaints of the deplorable condition of the shipping world. To judge from all accounts, lack of freight and over-competition, with the consequent cutting of rates, pretty well universally prevail. Of course, this has been the common cry for some years past; but it appears to have become intensified during the past twelve months. We note that Messrs. H. E. Moss & Co. in their Semi-Annual Steamship Calendar, declare that the times which are now being passed through are the worst during the fifty years of the Calendar's existence. In former years a slight cut in the rates of depression in

shipping was not so universally felt, for in some parts of the world payable employment was obtainable. All this has arisen, firstly, through the recent financial crisis in America, which adversely affected commerce in all directions, and set nearly everything on the downward grade; then we have had the record building of tonnage during recent years, together with ill-considered legislation as to increased freeboard; then, lastly, the disappointing harvests abroad, which, coming together, have contributed to bring about the present state of affairs. In our opinion so many combinations are not likely to occur simultaneously again for many years to come, at least in steam shipping. As to future prospects, Messrs. Moss rather gloomily remark that while shipping is the first to feel the effect of depression in trade it is last to benefit by any improvement. Nevertheless, the Calendar is not altogether pessimistic in its reports of the coming harvest in the United States, in Canada, and in India, it observes, are most encouraging and should help to relieve the market in the autumn, and by the next year there should be the beginning of some improvement in shipping. The amount of mercantile tonnage under construction on July 30 last was about 800,000 tons, being fully 450,000 tons less than a year ago and is the lowest total recorded since 1896. The Calendar estimates the total amount of new tonnage to be turned out in the United Kingdom this year at about 1,200,000 tons, which, compared with about 2,000,000 tons in 1907, and about 1,600,000 tons in 1906, should ameliorate, in Messrs. Moss' opinion, the situation. Attention is also drawn to what is described as the "appalling depreciation" in the value of steam shipping; new cargo steamers of about 7,000 tons dead weight capacity presently building, and which a few years ago easily realised £48,000, have recently been sold at £35,000, or about £5 per ton dead weight, and at this price steamers of similar tonnage with moderate specifications can be built to-day, and other sizes in proportion. Second-hand steamers have depreciated to a greater extent, and some steamers of about 6,000 to 7,000 tons have been sold at about half their cost four or five years ago. Very little business has been done during the last six months, for though the supply of tonnage is great, buyers are scarce and transactions are difficult to carry through. In spite of all this forced sale have been but few. Shipbuilders are feeling the pinch most acutely, many yards are empty and but few are partially occupied, mostly with liners and special types of steamers. The competition for new orders is exceedingly keen, and is likely to be more so as the work in hand is completed. Almost the only cheerful feature of the Calendar is the reference to the established success of the turbine engine. The new turbine steamers of the Cunard Co., the *Lusitania* and *Mauretania*, we are told, have proved an unqualified success, and demonstrated, without doubt, that the turbine for fast passenger steamers has come to stay, while it is now being generally adopted in the British coasting trades, where speed is necessary.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

JAPANESE TRAVELLERS IN CHINA.

COMPLIANCE WITH PASSPORT RESTRICTIONS.

[By courtesy of the "Shuang Po."] Peking, 25th September.

The Waiwupu has requested the Japanese Charge d'Affaires in Peking to notify his nationals that, while travelling in China, they must conform with Treaty provisions; must not exceed the period of their stay; must not go beyond the boundaries specified in their respective passports; and must not make sketches wherever they go.

TANG SHAO-YI'S MISSION.

VISITING SHANGHAI AND JAPAN EN ROUTE.

[By courtesy of the "Shuang Po."] Peking, 25th September.

H. E. Tang Shao-yi, Special Commissioner to Washington, will call at Shanghai en route. From Shanghai His Excellency proceeds to Japan where he will inquire into the financial system obtaining in that country [in obedience to instructions from the President of the Board of Revenue], before resuming his journey to the United States.

CHINESE MINISTER TO GERMANY.

YUM CHEUNG'S RE-APPOINTMENT.

[By courtesy of the "Shuang Po."] Peking, 25th September.

Yum Cheung, ex-Chinese Minister to Germany, has been re-appointed

ed Chinese representative at the German Court.

LAW SUITS.

FOREIGN INTERFERENCE NOT TOLERATED.

[By courtesy of the "Shuang Po."] Peking, 25th September.

The Waiwupu has requested all Foreign Ministers to prohibit their respective nationals from interfering in law suits where the parties concerned are Chinese subjects only.

DALAI LLAMA.

NON-ARRIVAL AT PEKING.

[By courtesy of the "Shuang Po."] Peking, 25th September.

The Dalai Llama has not yet arrived at Peking.

Pok Tik Sou has been despatched to Peking to welcome the Buddhist Pontiff.

TYPHOON IN THE PHILIPPINES.

FLEET RECEPTION POSTPONED.

IMMENSE DAMAGE IN SOUTHERN PROVINCES.

[From Our Own Correspondent.] Manila, 27th September, 6 p.m.

Manila escaped practically undamaged during the typhoon which visited the Philippines.

The southern islands, however, were severely punished.

The town of Masbate was utterly destroyed, the wrecked buildings including the Capitol and the schools. It is estimated that the loss will amount to \$100,000.

Romblon, another town in the South, was wiped out.

Tremendous losses were sustained by the plantations, especially those engaged in the cultivation of copra-nuts.

The receptions of the visiting Fleet have been postponed on account of cholera.

No shore leave will be granted the crews.

House-to-house inspections are being conducted daily, the police constabulary assisting.

The *Cable News-American*, of 23rd inst., reports:—"The typhoon which tailed off from Japan, Saturday, zig-zagging to Yap by one of those freakish twists of the wind world, swerved back, yesterday, and after lashing a stormy course from the Carolines to the Visayas tore a terrific track across the middle of this archipelago, last night. The full brunt of the gale was felt on the bluff east coast of Samar and in parts of Leyte."

No reports from the affected areas have got to Manila over the wires, but tidings will probably be received to-day. Ample notice of the typhoon was given by the Weather Bureau and signals hoisted at all stations within the zone.

THE "PAUL BEAU" AFFAIR.

REPRESENTATIONS BY THE WAIWUPU.

[By courtesy of the "Shuang Po."] Peking, 27th September.

The other day the Waiwupu requested M. Babel, the French Minister in Peking, to direct the French Consul at Canton to hand back the alleged criminals arrested on board the s.s. *Paul Beau*.

Several days passed without a reply being received from the French Minister.

Yes (Friday, 28th September) the Waiwupu was in receipt of a telegraphic despatch from H. E. Chang Jen-chun, Viceroy of Canton, advising that the French Consul still refused to deliver the criminals.

Whereupon the Waiwupu again communicated with the French Minister reiterating his request that peremptory instructions might be transmitted to the French Consul calling upon him to surrender the prisoners, in order that the friendly relations between the two countries might be preserved.

THE JAPANESE BOYCOTT: THE CAMPAIGN IN SINGAPORE.

[By courtesy of the "Shuang Po."] Singapore, 27th September.

Kwong Tak Loong, of this port, has imported a quantity of merchandise from a certain country.

The Cantonese and Swatow traders have combined to boycott that firm.

They have also telegraphed to various ports asking their compatriots' adhesion to their line of action.

TANG SHAO-YI.

COST OF H.E.'S MISSION.

[By courtesy of the "Shuang Po."] Peking, 27th September.

H.E. Tang Shao-yi requires a sum of Tls. 200,000 to defray the expenses of his mission to America.

The Board of Revenue has authorised him to draw the necessary funds from certain Banks in Shanghai.

THE DALAI LLAMA.

ARRIVAL AT PEKING.

[By courtesy of the "Shuang Po."] Peking, 27th September.

The Dalai Llama arrived in Peking to-day (27th inst.).

The Buddhist Pontiff will pay his respects to the Throne on the 30th inst.

THE JAPANESE BOYCOTT.

SINGAPORE FIRM MULCTED.

[By courtesy of the "Shuang Po."] Singapore, 28th September.

A certain Chinese firm here which imported merchandise by mistake from a certain country has expressed its regret [to the local Chinese guild] and its willingness to be mulcted in the sum of \$1,500.

Thus has the matter been settled.

UNCLAIMED CARGO.

VESSEL IN SINGAPORE ROADS.

[By courtesy of the "Shuang Po."] Singapore, 28th September.

There is at present a large vessel with goods from a certain country to the value of \$10,000 lying in the Singapore roads.

No consignee has come forward to claim the cargo.

THE PACIFIC FLEET.

CHINESE COMMISSIONERS FOR AMOY.

[By courtesy of the "Shuang Po."] Peking, 28th September.

An Imperial Decree has been issued deputed Yuk Lung and Leung Tun-in to Amoy to welcome the U.S. Pacific fleet.

THE DALAI LLAMA.

ARRIVAL IN PEKING.

[By courtesy of the "Shuang Po."] Peking, 28th September.

The Dalai Llama arrived in Peking yesterday with his large retinue.

The Buddhist Pontiff will be received in audience by Their Majesties to-morrow in the Yun San Palace.

TYPHOON IN THE PHILIPPINES.

LOSS OF THE S.S. "TARLAC."

IMMENSE DAMAGE IN BORNEO.

[From Our Own Correspondent.] Manila, 29th September, 10:15 a.m.

The Tabacalera Co.'s steamship *Tarlac* has been lost off Samar during the typhoon which visited the southern provinces.

The crew of the *Tarlac* have been saved. The vessel was covered by insurance to the full value of 160,000 pesos.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PLANT INDUSTRY

HONGKONG COTTON-SPINNING,
WEAVING AND DYING
CO., LTD.

ANNUAL MEETING.

The ordinary annual meeting of shareholders of the Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., was held at the office of the General Managers at noon, last Saturday for the purpose of receiving the report of the consulting committee and statement of accounts for the year ending 31st July 1908. Mr. J. Gresson was in the chair. There were present:—Sir C. P. Chater, Mr. J. W. C. Bonnar (consulting committee), Messrs. A. Denison, Lo Cheung Shiu, Ho Yu-hang, W. E. Clarke, A. D. Coussland, R. S. Piercy, A. Shaw, E. Polley, Ormiston, and W. A. Fleming (secretary).

The secretary read the notice convening the meeting. The Chairman said:—Gentlemen.—The report and accounts having been in your hands for some days I propose with your approval to take them as read. The depression in the yarn trade referred to at our last annual meeting continued during the first half of the period covered by the accounts now under review, and for some months the mill was working at a loss. In the spring of this year, however, a considerable improvement in demand took place, but it is unfortunate that we have been unable to take full advantage of this improvement, owing to the difficulty of obtaining adequate labour. It will be remembered that at the end of April, 1907, it was found necessary, owing to lack of demand, to curtail our production, which was done by reducing the number of bobbles running and dispensing with the services of about half our workpeople. So soon as the improvement in the yarn trade commenced, we at once endeavoured to increase the number of spindles at work, but this year we have experienced greater difficulty than on any previous occasion in bringing the mill into full working. This, I doubtless, due to the existence of remunerative work on the mainland on railway enterprises, which have recently come into being, but the result is that we have had to content with unskilled labour, which takes time to train, and a consequent decrease in output for the time being. Our workers are, however, gradually improving and we have now about 45,000 spindles running out of a total of 55,000. Taking into consideration the difficulties with which we have had to contend, I trust that you will consider the gain on working, viz. \$13,336.30 as not unsatisfactory. The general position, moreover, shows a considerable improvement on that of last year, as may be illustrated by a comparison of the stock of yarn at the respective dates. On 31st July, 1907, there was undelivered stock at the Mill of 6,656 bales of which 5,913 bales were unsold; on 31st July this year the undelivered stock was 1,811 bales all sold, and this quantity has since been reduced to 144 bales on the 19th instant. The stock of cotton has been taken over at a safe price and the production of the Mill is sold up to mid-December at a small profit. I may mention further that we have succeeded in establishing a regular demand for our yarn in the Northern Ports of Shanghai and Tientsin. Under these circumstances your consulting committee have felt justified in proposing to you that 14,000 be taken from the qualification of dividend fund for the purpose of paying a similar dividend to that of last year, and I trust that this course of action will have your approval. The property is all in first class condition. Before asking you to pass the report and accounts I shall be pleased to answer any questions concerning them.

There were no questions.

The Chairman proposed, and Mr. Denison seconded, that the report and accounts be passed.

Carried unanimously.

Sir Paul Chater and Mr. Bonnar were re-elected to the consulting committee on the motion of Mr. Ormiston seconded by Mr. Lo Cheung Shiu.

Mr. Coussland proposed the re-election of Mr. W. Hutton Potts as auditor.

Mr. Shaw seconded.

Carried unanimously.

The Chairman:—Dividend warrants will be posted on Monday, gentlemen. I thank you for your attendance.

That was all the business.

"A DANGEROUS COXSAIN."

RECENT HARBOUR COLLISION DUE TO
GROSS STUPIDITY.

A collision which took place in the harbour on the 24th ultimo, between the steam launches *Lee Hing* and the *Daisy*, belonging to the Harbour Department, was the subject of an inquiry which was held in the Marine Court, on the 26th. The coxswain of the *Lee Hing* was accused and found guilty of failing to observe the rules of the road.

It was stated by Mr. McIver, the harbour officer, that at the time of the collision he was returning from the steamer *Japan*, on board the *Daisy*, after passing a number of emigrants. At about 1.30 p.m. the launch had in a boat about 20 rejected emigrants, women and children, who were being brought ashore. When in the southern fairway he saw the *Lee Hing* going to the eastward about 200 yards off. The coxswain of the *Daisy* altered his course to port and blew a short blast on his whistle. Half a minute later the *Lee Hing* blew two short blasts and starboarded, coming straight for the *Daisy*. As both launches were going full speed it was impossible to avert a collision, notwithstanding the fact that the *Daisy* was put full speed astern when the *Lee Hing* altered her course.

In the collision that followed the *Daisy* received considerable damage, and Mr. McIver remarked that a serious accident might have occurred had not the *Daisy* gone astern when she did.

The coxswain of the *Daisy* gave corroborative evidence.

Chan Kwan, second coxswain of the *Lee Hing*, said that he was in charge of the launch and was at the wheel on the day in question. The *Lee Hing* was returning from West Point. He saw the *Daisy* coming from the Central Fairway, making for the Harbour Office pier.

He blew one short blast and altered her course to starboard. As I saw some European officers on board the *Daisy*, I continued the coxswain. I altered my course to port, blowing two blasts, which resulted in the collision, my launch striking the *Daisy* astern.

Asked if he stood by the *Daisy* witness replied in the negative, adding that the *Daisy* proceeded to her wharf.

The Assistant Harbour Master—Did you know when you altered you were doing wrong?

The Coxswain—Yes. But I wished to show my respect to the Harbour officials.

In giving his decision his Worship said:—I find that the collision was caused by the gross stupidity of the coxswain of the *Lee Hing* altering his course to port when the *Daisy* was passing to clear his launch. I fail to understand his defence that although he knew he ought to keep his course he was showing his respect to the European officers and the *Daisy* by starboarded his helm.

I consider him to be dangerous to be in charge of a launch so I suspend his certificate for four months, at the end of which time he must pass a further examination before getting a certificate.

KOWLOON-CANTON RAILWAY.
PROGRESS WELL MAINTAINED.

Speaking on the subject of the Kowloon-Canton Railway, in his budget speech to the Legislative Council on the 24th ulto, the Governor said:—

It is estimated that by the end of this year the total expenditure incurred on the railway will have reached the sum of \$6,788,075, while the expenditure in 1909 is estimated at \$1,250,565, leaving \$5,537,510 for expenditure in 1910 to complete, with the exception of the items not estimated, and of which we can form no estimate until we know our position in regard to the Canton scheme. On February 6th last I made a full statement to the Council on the subject of the railway, both in regard to construction and finance, and I invited any questions that honourable members might desire to put to me so that I might afford any additional information in my power. Apparently my statement was sufficiently explicit and detailed, for no member asked for any additional information. I have not much to add to my progress, but it has been well maintained. The tunnel leading from south and south has now reached a total of 4,653 feet out of 7,136 or 65 per cent. Progress under the able superintendence of Mr. Waite has till recently been at the rate of nearly ten feet per day. Lately, exceedingly hard rock has been encountered and this has reduced the rate of progress by about a half, and greatly increased the cost. The Chief Resident Engineer anticipates an excess on the estimated expenditure on the tunnel which will absorb the saving on earth work. I hope that this heading may be brought before the middle of next year. The lining, including such material as does not need to be lined, is computed at 2,310 feet, which is half of the distance reached by the heading. At the end of last year the proportion was only one quarter. The tunnel practically began on the 1st January, 1907, and the average progress per week was 5.8 feet, whereas from January 1st this year the average weekly progress has been 9.76. The proportion of lining to heading at the end of last year was a fourth, and it is now a half. Much difficulty has been experienced in No. 8 tunnel near Tai-po. There, continued land slides under the work as fast as it was done. This has now been overcome and the work is going on well.

The Chief Resident Engineer reports fair progress in earth work, but not so good as he had hoped, owing to unexpected hardness of rock and to labour difficulties. He has however now succeeded in letting several large contracts to reliable contractors, and he anticipates a saving on the whole vote. I regret to say that I have felt much anxiety regarding the foundations of some of the bridges, and in order to reassure myself I appointed the Director of Public Works and Mr. Williams, lately in charge of the Naval Dock, as an expert committee to inspect them and report to me. I have forwarded the report, with the observations of the Chief Resident Engineer, to the Secretary of State for communication to the Civil Engineers who are responsible to this Government for the efficiency of the construction in all technical matters. I have not yet received their reply, and meanwhile I directed work on the bridges to be arrested. It is only fair to the Chief Resident Engineer to add that he is confident that the bridges are sound.

I am glad to be able to inform you that much better progress has been made since the date of my last report on the railway by the contractors for the reclamation and heavy cutting between Kowloon and the southern mouth of the tunnel. Mr. Griffin, on behalf of Messrs. Leigh and Orange, has devoted much of his personal time and attention to the work, and good progress has been made with the sea wall and reclamation. The work on the whole appears to be proceeding approximately at contract rate, but the initial loss of about five months cannot be made up. This matter is forming the subject of amicable negotiation between the Government and the contractors, and I hope that we shall shortly come to an arrangement whereby the dates of completion will be extended with reciprocal benefits to the Government and an increased penalty for overtime. I am convinced that this arrangement is the best that can be come to, and it is based on the advice of the Hon. Director of Public Works, and is assisted by the Chief Resident Engineer. From the best information at my disposal, I think I can with some confidence assure you that our section will be open to traffic at least as soon, and probably much sooner than the Canton section which adjoins ours at Samchui; and I hope that a temporary line will be in operation some time before the whole line is finally completed, which will meet all the requirements of local traffic, probably by March, 1910. Papers were laid on the Council table early this year detailing progress to the end of 1907 and a similar report will be submitted at the close of the present year. I am not at present in a position to say anything about the negotiations for a joint working agreement further than that the Chief Resident Engineer is open to settle such matters as types of rolling stock, points of junction, etc., as demand immediate solution.

ALLEGED OPIUM SMUGGLING.

SECOND OFFICER, S.S. "YUEN-SANG"
CHARGED AT MANILA.

The *Yuen-sang* seized by order of the Customs authorities and the vessel's second officer, Norman Taylor, released on P5,500 bail, charged with smuggling of opium, having in his possession quantities of the tabooed drug, and having furthermore in his possession a large quantity of lottery tickets, in the latest session on the water-front, says the *Callanawa* American of 23rd ultimo.

When the vessel arrived in the bay yesterday she was boarded immediately by the secret service officers of the custom house, and within a short time Assistant Chief J. J. Keith had discovered 41 tins of opium and 25 packages of lottery tickets, each package containing 30 tickets. These contraband articles were, of course, confiscated, but the *coups d'état* did not "happen" until the *Yuen-sang's* second officer was arrested ashore, having on him a tin of opium and a goodly number of lottery tickets.

Mr. Taylor was taken to the Marine Police station and later presented to the court of first instance where he was held under bail to answer to the three charges enumerated above. Attorney O'Brien has been retained for his defence.

The value of these illicit articles is estimated to be about 7,000 pesos, as opium is now quoted at 35 pesos per can, and the lottery tickets are worth between 6 and 8 pesos per piece.

The tickets have been turned over to the prosecuting attorney to be used in the case against the accused ship's officer.

A HUMOROUS plate layer was charged with stealing a jam tart from the mess-room of H.M. torpedo-boat *Whiting*, last Friday, was, in the Police Court, on Saturday, bound over in one surety of \$15 to come up for judgment when called upon. At the time a number of oolies were employed on board the destroyer, thinking lying in the Kowloon docks. On *Whiting*, a plate, who no doubt had his eye on the mess-room, proceeded to help himself to some of the sweet stuff. Petty Officer Vincent caught him in the act.

ROBINSON PIANO CO., LTD.
ANNUAL MEETING.

The 8th ordinary annual meeting was held on 24th ultimo, when the report and accounts for the half year ended 30th September, 1907, were passed. The profits for the half year amounted to \$17,941.15, of which \$6,109.66 have been written off for depreciation, bad and doubtful debts, audit fees (\$600), and general managers' remuneration, leaving \$11,831.49, which is to be added to the amount brought forward from March, 1907 (\$6,547.97), and exchange adjustment account (\$1,121.33) making an available total of \$19,499.79. This has been dealt with as follows: a dividend of 6 per cent for the half year paid yesterday and absorbing \$9,000, the sum of \$5,000 carried to reserve fund, and the Balance of \$5,499.79 carried forward to new account. The balance sheet on 30th September, 1907, presented: Capital \$1,121,500.00, mortgage on property \$5,000.00 (since paid off), property reserve account \$3,800.00, and sundry creditors \$83,697.36. On the other side we find property, valued at \$5,380.00, furniture \$5,091.41, sundry debtors \$50,740.13, stock on hand \$123,785.54, cash at hand \$7,045.95, Tientsin current account \$18,803.25, Bangkok current account \$4,465.81, Japanese account \$5,059.04, or exchange adjustment account, adjusting Singapore and Penang surplus of assets to a uniform dollar rate of 28=\$7,444.43. In an accompanying circular, the general manager points out that the Company has been paying steadily 12 per cent per annum since its formation.—*Erlich Georg & Co's share circular.*

THE OPIUM CONFERENCE.

FORTHCOMING MEETING AT SHANGHAI.

Tokio, September 20.

The Japanese authorities prefer gradual to prompt prohibition of opium-smoking; they intimate that they will not subscribe to any binding resolution at the forthcoming international conference at Shanghai.—*N. C. D. News.*

THE "HONGKONG-MARU" IN A
TYPHOON.

The T.K.K. steamer *Hongkong-maru*, which is in port, left San Francisco on the 29th August, experiencing fair weather all the way to Honolulu. She left Honolulu on the 4th September, at 10 a.m., encountering fair weather all the way up to the 13th instant, when she experienced a severe typhoon, which set her back on a south-easterly course to get out of its way. The typhoon raged all day, but fortunately it passed away by the 14th and the liner continued her voyage to Yokohama, experiencing fair weather the rest of the way, arriving there on the 16th instant.

She sustained no damage. It is rumoured, says the *Japan Advertiser*, that the passengers will present Captain Palmer with a silver cup, as a mark of appreciation for the able manner in which he navigated the liner safely to Yokohama in adverse circumstances.

STOWAWAYS.

TWO JAPANESE FINED.

For trying to obtain a passage from Moji to Hongkong at the expense of the steamer's owners, two Japanese found themselves in the dock at the Police Court, last Monday. The two men, Kijuro Miyorashi and Hirokichi Matsumura, were charged with unlawfully stowing themselves on the s.s. *Typhoid* with intent to obtain a passage from Moji to Hongkong without the consent of the owner, charterer, agent, master or other person in charge of the ship on or about the 21st September. Mr. C. H. Kroes, chief officer of the s.s. *Typhoid*, who prosecuted, stated that his ship left Moji at about 2 o'clock on the 21st September on a continuous voyage to Hongkong. It was the Chinese boatwain, Lo Sum, who discovered the stowaways at about 8 o'clock on the 23rd ultimo. The boatwain, when called to give evidence, spoke to having found the defendants on board the ship on the day in question. Both of them were snugly tucked near a shaft, enjoying all the pleasures of a free passage.

Mr. J. H. Kemp, the presiding magistrate, was very much amused at the notion of sending shipwreckers to this unscrupulous fashion. He fined the defendants \$50, or the alternative of three months' free board and lodgings at the Victoria Gaol.

SUN YI-SEN'S CASE.

EXTRADITION REFUSED.

A Peking dispatch states that Their Excellencies the Grand Councilors Na Tsiang and Yuan Shih-kai in obedience to the Imperial commands to approach the British Government on the subject of the sojourn of Sun Yat-sen, alias Sun Wen, the anti-monarchist leader, in British territory, called upon Sir John Jordan, the British Minister in Peking, on the same day of receiving Her Majesty's commands. The reply their Excellencies received from the British Minister when asked to refuse harbourage to the revolutionist leader, it is reported, was that so long as a political refugee did not violate the laws of the land, in which he was residing, it was against the principles of the British Constitution to refuse such person permission to reside in British territory.—*N. C. D. News.*

MALWA OPIUM.

EXPORT FROM BOMBAY PROHIBITED.

Simla, September 2.

The following *Gazette of India Extraordinary* is published here over the signature of the Secretary to the Government of India, Commerce and Industry Department:—

"In exercise of powers conferred by section 19 of Sea Customs Act 8 of 1878, the Governor-General in Council is pleased to prohibit export by sea of Malwa opium from the port of Bombay until the 1st January, 1909."

Later.

The prohibition announced to-day of further exports of Malwa opium from Bombay this year, is in fulfilment of the conditions of Great Britain's agreement with China which restricts the annual opium export from India to China to a certain fixed number of chests.

This number is divided pro rata between Bengal opium and Malwa opium, and the exports of the latter last week reached the maximum allowed for the year.—*Advocate of India.*

TYTAM WATERWORKS.
SLOW PROGRESS.

According to the Director of Public Works, the progress on the work last year was very slow, especially during the summer months when sickness was prevalent.

DAM.

The dam was completed with the exception of the valve house and gateway across the overflow.

The following are the quantities used in its construction during the year:—

Concrete..... 974 cubic yards.
Rubble masonry facework..... 1021 " " feet.
Ashlar..... 10,357 " " feet.

At the close of the year water was impounded in the reservoir up to the level of the overflow.

PUMPING STATION.

The buildings were completed and the erection of the No. 1 engine was sufficiently advanced by April to enable it to be used to pump the water for testing purposes. On the occasion of the second test, an 18" valve outside the station burst. The valve formed one of a pair and, as its failure revealed the fact that the metal of which it was composed was of insufficient thickness, steps were taken to replace both valves.

The erection of the No. 2 engine was completed in May. As mentioned elsewhere, owing to the copious rainfall in September and October, the necessity for resorting to pumping water did not arise and the running of the engine was confined to trials with a view to getting them into thorough working order. The contract was let to Messrs. Wilks & Jack in December for the installation of the necessary plant and fittings for lighting the station buildings with electric light.

NEW ROAD.

The new road was completed with the exception of a short length which connects the old and new roads below the Byewash Reservoir, and the setting of the coping stones to the parapet walls of some of the bridges.

ACCESS ROADS.

The access road to the pumping station was completed, and that to the gauge basin at the entrance to Tytiam tunnel practically so, only a portion of the surfacing remaining to be done.

RISING MAIN.

The rising main was completed, 2,336 feet being laid during the year. Only one burst occurred during the testing of it and this involved the removal of one pipe and the substitution of a new one for it.

SUCTION MAIN.

As mentioned in last year's report, the laying of this main was completed in 1906. This also was tested, two bursts occurring and several blown joints. All of these were made good.

SECOND SECTION.

The necessary plans and particulars were prepared with a view to calling for tenders for this work, but the Government decided that it was inexpedient, for financial reasons, to proceed further with it and accordingly no further steps in the matter were taken.

NEW TERRITORIES.

EXTENSION OF ROADS.

In his report for last year, the Director of Public Works writes:—The extension of the Kowloon City Road to its point of intersection with roads made by the Military Authorities, i.e. Tai's Cairn and Chin Lee Chu Hill, which was mentioned in last year's report, was completed in March. It has a length of 7,840 feet (1.48 miles), a width of 12 feet, and includes six new bridges, varying from 10 to 30 feet span; and one old Chinese bridge which was partially reconstructed. All the bridges are constructed of cement concrete supported on rolled joists resting on masonry abutments. For a distance of one mile the road is level and it then rises in the direction of Customs Pass with gradients varying from 1 in 39 to 1 in 6.75, one short length being however as steep as 1 in 4.89. It is surfaced with well-sorted granite throughout and is provided with concrete side channels for drainage. The total cost of the work was \$37,174.87, towards which the Military Authorities contributed a sum of \$5,200. The cost includes a sum of \$395.34 for resumption of land required for the construction of the road.

A contract for a further extension of this road from the termination of the section just described to its point of bifurcation to Customs Pass and Chin Lee Chu Village, a distance of 2,834 feet (0.54 mile), was let just before the close of the year; the Military Authorities having agreed to contribute half the cost.

The only other work executed under this heading was the widening of the path from Kowloon City to Kowloon Pass, diverted in order to be clear of the danger zone of the new Rifle Ranges when these were constructed in 1904. It consists of lime and cement concrete, 4 inches thick, sundry improvements in the provision for carrying off stormwater being effected in conjunction with the surfacing work. The work was completed at a cost of \$6,525.45, towards which the Military Authorities contributed the sum of \$2,100.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 8th September, 1908.

Present: Messrs. W. H. Wallace (Chairman), J. S. Fenwick, Huang Tiao-chew, W. Kruse, S. Ouyang, W. Wilson, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

Mr. Huang Tiao-chew inquired whether the present regulations regarding the registering of deaths and the issue of burial permits, could not be made less stringent. It was explained to him that the regulations had been framed specially in the interests of the Chinese themselves, and it was only by insisting on these regulations being strictly carried out that the Council could hope to cope successfully with the spread of infectious diseases, and more especially the present epidemic of cholera. As regards allowing burials to take place in places other than at Lai-choo-oh, the Council was always prepared to consider special cases; providing application was made in sufficient time, but it must be remembered that in infectious cases early interment was desirable.

The Superintendent of Police reported the following cases had been dealt with at the Mixed Court since the last meeting:—Summons: Breach of agreement 1, Assault 4, Illegal retaining possession of a house 1, Breach of Ordinance regulating the use of streets 1, Contempt of Court 1, Failing to report death 1, Breach of the conditions of a theatre permit 2, Allowing pigs and cattle to stray 1, Summary Arrests 1, Committing a nuisance 2, Escaping from lawful custody 1, Breach of new Ordinance Regulations 3, Assault 2.

(Signed) W. H. WALLACE, Chairman.

By order, O. BARKLEY MITCHELL, Secretary.

THE HONGKONG BOYCOTT.

Recent letters from the South of China, it may be remembered, gave accounts of a serious deadlock which had arisen between Mr. Kleins, Commissioner of Customs at Hoihow, and the Chinese merchants of that port. The exact nature of the complaint did not come to light, but apparently the merchants resented certain modifications which Mr. Kleins had introduced in the tariff and they declared a boycott during which, for a whole week, no ship could do any business at Hoihow. It was generally imagined that Mr. Kleins would have to be removed, but according to a letter from our (N. C. D. News) Peking correspondent dated September 5, he has succeeded in maintaining his position while the boycott appears to have broken down, owing, it is said, to the boycotters' fear of bringing any specific charges against the Commissioner. Outside questions of actual monetary loss, the worst sufferers are the local Chinese officials who were cut off their way to give a gratuitous pledge that Mr. Kleins should be removed before August 26. The non-fulfilment of this pledge entails on the officials a severe loss of face.

Our correspondent adds that a few days prior to the date of writing, a quarrel broke out between the Government soldiers and the police in Hoihow, in which four of the latter were killed.

THE CAT AS A DESTROYER
OF RATS.

ITS POPULARITY IN JAPAN.

The cat is at present as popular in Japan as rats are unpopular. The latter, as the propagators of disease, are hunted and killed with the utmost vigour and with relentless energy. Hitherto the Japanese have regarded rats, according to popular superstition, as the messengers of the God of Wealth, and as such the rodents have been, despite their mischievous habits, treated with a certain amount of respect and consideration. Cats, on the other hand, have been excluded from many a household owing to their cunning disposition and unscrupulous nature. Since the outbreak of plague in this country some years ago and more especially since the recommendation of Dr. Koch to keep cats in order to effect the destruction of rats, the popularity of this domestic animal has grown at a tremendous rate. About a month ago, when the Metropolitan Police carried out an investigation as to the number of cats domesticated in Tokyo, the feline population was returned at 15,000 head, but it is now reported that the number has increased to 30,000 head, the whole importation of cats into the metropolis, where a good price is offered for them. Tokyo now boasts a Society which aims at the improvement of the breed of the domestic cat, and competitive shows of cats combined with rat-catching tournaments are to be held from time to time under the auspices of the Society.

Dr. Iriye, a well-known veterinary surgeon, alluding to the history of the domestic cat in Japan, says that it was first brought to this country from India with the introduction of Buddhism. In the old times, monasteries it was the custom to keep cats from the earliest time in order to prevent damage to books and manuscripts from vermin. Cats, unlike dogs, are unsociable, and instances of their attachment to man are fewer than in the case of dogs. They frequently evince great attachment to places to which they have been accustomed, however. Many cases are recorded of cats remaining in houses after their masters have removed elsewhere. Some authorities attribute this trait to the hereditary instinct of the cat transmitted from its ancestors who lived in lairs.

Continuing, Dr. Iriye says that there is not much difference between the Japanese and European cats. The only notable variation is that the former has a short tail, while the latter has a long one. Originally the Japanese cat had a long tail, but owing to the superstition that a long-tailed cat would become possessed of an evil disposition, it was cut short, and the short-tailed cat has become the Japanese species as the result of artificial selection. As a rat-catcher the Japanese is superior to the European. The latter, as a rule, is more well fed and well cared for than the other, with the result that its rat-catching propensities have been greatly diminished. If the long tail had been retained in the Japanese cat it would have proved a better rat-catcher. The tails of all animals are employed as an indispensable weapon of defence. When animals are fighting they move their tails incessantly so as to become aware by the sense of touch of a possible attack from the rear. If the Japanese cat possessed a long tail like the European variety it would be enabled better to concentrate its energy against its enemy in an encounter and therefore would prove a more efficient rat-catcher than it is now.

Regarding the origin of cats and their habits the following will be read with interest:—The origin of the cat, like that of many other animals, is so obscure that it has become a matter of mere or less probable conjecture. Reference is made to the animal in Sanskrit writings 2,000 years old, and still more ancient records of it are to be found in the monumental figures and cat mummies of Egypt. The latter, according to De Blainville, belong to three distinct species, two of which are said to be still found, both wild and domesticated, in certain parts of Egypt. The Gloved Cat of Arabia, which has also been preserved as a mummy, approaches most nearly in size, and in the tapering form of the tail, to the domestic cat, but Professor Owen has shown that there are certain peculiarities in the structure of this species, sufficient to justify its being considered to be a distinct species, and it is considered the ancestor of the domestic variety. The difficulty of recognising the cat's ancestor in any single wild species has led many naturalists to the conclusion that *felis domestica* is the product of many species commingled; and whatever value may be attached to this view, there is sufficient evidence to show that domestic cats, in different parts of the world have developed a variety of modifications under the influence of frequent crossing with such wild species as exist in those parts. The cat has never evinced that devotion to man which characterises the dog, though many individual cases of false attachment might be quoted. It becomes, however, strongly attached to particular localities and will find its way back from the most distant points although conveyed thither under cover. How it is enabled to perform such feats has long puzzled naturalists, and no theory that has yet been advanced seems adequately to meet the case. It has been contended by Dr. A. R. Wallace that a cat which is being conveyed to a distant place will take its sense of smell in full exercise, and will, by this means, be able to note the successive odours it encounters on the way; that these impressions leave on its mind a series of images as distinct as those we should receive by the sense of sight; and that the recurrence of these odours in their proper inverse order—every house, ditch, field, and village having its own well-marked individuality—would make it as easy matter for the animal to question to follow the identical route back, however many turnings and cross roads it may have followed.—*Japan Chronicle.*

THE JAPANESE YARN TRADE.

Tokio, September 20.

The proposal to offer bounties on the export of yarn has failed. Bazaar-bearing sales have proved practically ineffective. The restriction of produce resolved upon in April will continue until November and may be extended further.

Meanwhile wages have not been reduced nor have employers been discharged as a direct consequence of the partial failure of the spindles.—*N. C. D. News.*

TO LET OR RENT—A FORT.

Notice is hereby given that the lease for 50 years will be put up to auction of all that piece of land known as the old fort at Tanjong Katong, having an area of eight acres all roads and nine poles. Offer price \$3,300 a year. Lessee must build an hotel capable of accommodating 100 persons within two years. The land shall be used for the purpose of an hotel only.

Such is the main purport of an advertisement which drew adventurous speculators in hotel property to the Land Office, Singapore, yesterday (16th September). What happened is soon told. One gentleman pointed out that there was no public road to the Fort, and that there would not be one till (said with severity) the Municipality carry out their obligation and complete the road they have promised to make. The gentleman in charge of the sale, with great savvy, said that no doubt the Municipality would carry out its obligation, and that would be that objection. Another practical prospective bidder—prospective at that time, for subsequently he did not evince in the bidding capacity—asked whether the Government would guarantee a license from the Licensing Justice, without which a hotel could not be carried on. It might be assumed that the Licensing Justice would grant a license; but of course the Government could not guarantee that. That was no obstacle to bidding. What sort of a hotel would the Government insist on? was the question of another prospective (at this stage) bidder. Oh, of course, a hotel, not a Hotel de Ville. The latter must be passed by the Municipality. But a sort of bungalow hotel would be the thing—Government would not be strict on a hotel built on town lines. And then further suggestions were made that it might be made into a sort of—but here official discretion stopped in, and we may not divulge what plans might have been considered to make Tanjong Katong the Ostend of the Straits. It was only a mile and a half from the Tram, a fashionable mode of conveyance, and 3 miles from Town, when the new road, built five years ago, was finished. What about the old foss? There would not be any difficulty about that. The lessee might fill it up; or convert it into the fish market of the Hotel; or use it for penny steamboat rides. Mosquitoes? Oh, that is a question of taste. There was a solid silence when bids were asked for except when a half-muttered calculation was made something to this effect. \$15,000 for building; eight per cent, \$1,000 a month; add 3267 a month for rent; profit needed \$1,267 a month; 100 guests; couldn't get 100; more likely 150; profit per guest \$15.34, a long and long high indication that the calculator did not know his way. No bids? The Government has had an offer of \$2,100 per annum (incredibly expressed) and no one to know if anything further is offered. Still no bids. Auction closes.

This course is all extremely mercenary and distasteful about the only Mounted Grange we have in the Island (if a Chinese house in Mt. Echo-rid is excepted, which is a toy). The history of Fort Tanjong Katong is interesting. Soon after the foundation of the

saloon passengers have been arranged on
boat deck. The ventilation of the passenger
accommodation throughout has been
greatly improved.

HONGKONG'S TEAM

EFFECTIVE MEASURES FOR DEVELOPMENT URGED.

known, it is to be hoped that he will devote his attention to finding a satisfactory solution of the Manchurian question. — *Japan Chronicle*.

THE LATE MR. L. A. M. JOHNSTON.

PRESERVATION OF CHINESE MONUMENTS

THE PROGRAMME

REPLICS.

EXTENSIVE OVERHAULING REQUIRED.

the buildings should be demolished, as they are a source of danger to the whole neighbourhood.

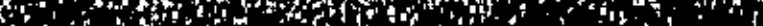
FLEET'S RECEPTION.

Elilid prison. One of the victims was the British Indian watchman of the bureau of science.

A French missionary writing in the *Bulletin*

that Governor's opposition, since there are Chinese syndicates quite able and anxious to undertake these enterprises.

der to ameliorate the sanitary condition



A. Shelton Hooper mingled — I consider

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SALE OF THE "POCAHONTAS"

PURCHASED BY CHINESE FOR EMIGRATION TRADE.

We learnt from a reliable shipping source this morning of the sale of the steamship *Pocahontas* to a certain Chinese firm in the Colony. The news was confirmed on inquiries being made at the office of her agents, Messrs. Dodwell and Company, Ltd., to-day, but no other particulars could be obtained, such as the name of her purchasers, and the sum at which the vessel changed hands. The sale, however, we learn, was completed early this week.

The *Pocahontas* is now in the hands of the Hongkong and Whampoa Dock Co. undergoing repairs. It will be remembered by our readers that among the vessels which were washed ashore on the beach at Stonecutters Island during the typhoon of 23rd July was the *Pocahontas*. Her position for a time was one that caused some anxiety. A thorough examination revealed defects in her bottom plates, and after these had been temporarily patched, she was refloated and taken to dock. In a few days' time the vessel will leave dock, and it is believed, her new owners will put her into the emigration trade.

The *Pocahontas*, like her sister-ship the *Powhatan*, is a vessel of 4,425 tons, built in 1900, by Furness, Withy and Co., Ltd., W. Hartlepool, and was formerly owned by the Chesapeake and Ohio S. S. Co., Ltd.

MISSIONARIES IN CHINA.

In consequence of the enormous increase of missionary cases in recent times, the Chinese Government is negotiating with the representatives of the various foreign countries in Peking, for the conclusion of a treaty dealing exclusively with missionary matters. In the meantime, China has informed the Diplomatic Corps that she will not be responsible for the protection of missionaries not registered in their legations.

THE UPPER YANGTZE.

Lieut.-Comdr. H. Spicer Simson arrived in Shanghai yesterday from Chungking, on passage home after having served on the Upper Yangtze station for some years, reports the *N. C. D. News* of 24th ult. It will be remembered that he began the survey of the Upper Yangtze from Ichang to Chungking last year, and that the work was interrupted by an order from the Admiralty. The reason why the survey was given up has not been disclosed; but after some little delay word was sent to carry on the work. Accordingly Lieut.-Comdr. Simson, Eng.-Lieut. Black and the native staff resumed the work in December, and they have now carried it through successfully.

The party left Ichang on December 1, arrived at Kueichow and made the second start eight days later. For some time progress was slow owing to the tremendous obstacles that had to be overcome. It would be difficult for anyone who had not made the passage of the gorges to appreciate thoroughly the great hardships attending a work that consisted of running out continuous triangulations. In some places, particularly at Wuhan Gorge (about 65 miles above Ichang), the river narrows between precipitous cliffs, which are practically unscalable. At such places the triangles had to be constructed from an average of about two miles to an approximate 200 yards. Some idea of the situation can be gained by the knowledge that at several places tributaries cannot land as they are not navigable; but after some little delay word was sent to carry on the work. Accordingly Lieut.-Comdr. Simson, Eng.-Lieut. Black and the native staff resumed the work in December, and they have now carried it through successfully.

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HOUSE RENT IN ARREARS.

WELL-KNOWN CONTRACTOR CONSENTS TO JUDGMENT.

An action to recover \$582.30 was brought against Chan Ah King, a contractor, by Mr. J. R. Michael, a merchant of Prince's Building in the Supreme Court, last Thursday. The amount was alleged to be due for arrears of rent in respect of the premises and premises known as "Greenmount," 18 Bonham Road. Mr. P. S. Dixon appeared for the plaintiff. The defendant was represented by Mr. A. Holborn, of Messrs. Deacon, Looker and Deacon.

Judgment was granted to the plaintiff, and a stay of execution was allowed.

NEW NATIONAL UNIVERSITY IN PEKING.

Some time ago, the Board of Education in Peking obtained permission from the Emperor Dowager to establish a first class National University in the capital, which is to consist of 8 colleges, viz.:

- 1.—Science.
- 2.—Foreign languages.
- 3.—Medicine.
- 4.—Engineering.
- 5.—Commerce.
- 6.—Mining.
- 7.—Agriculture.

Each of these colleges is to be instructed and governed by only experienced foreign and Chinese teachers, who are to be engaged from foreign countries with the exception of those teachers who will take charge of the instruction of ancient Chinese literature.

Now the difficulty has not been in the lack of funds, because the Emperor Dowager has already granted the sum of \$1,000,000 for meeting the starting expenses, but in the selection of the teaching and governing staff. Although proposals have been sent to the various Chinese Ministers accredited to the courts of foreign countries for competent foreigners and foreign-educated Chinese for filling the responsible positions in the proposed university, yet only Lord Li Ching-fang and H. E. Wu Ting-fang have recommended some persons, while all the other ministers have not replied as yet.

This, coupled with the time it requires to build the premises, renders it impossible to open the university for the reception of students before the end of 1910, as desired by H. E. Chang Chih-tung, Comptroller-General of the Board of Education; who in conjunction with the Mongol President, Jung Ching, is doing his best to promote Western learning in China, with a view to prevent the Chinese students from suffering ill-treatment and deprivation at the hands of foreigners, when they go out to seek for up-to-date education for future services to their own country.

Thus it is the intention of H. E. Chang to enable those Chinese students who have completed their studies in the various Provincial colleges in China, to further their learnings in the proposed university, without going out to foreign lands in future.

The Emperor Dowager fully realizes the importance of the proposed National University in Peking, and Her Majesty promises to give more money if the \$1,000,000 are insufficient. —China Critic.

A LADY'S DIAMONDS.

SUED FOR WORK DONE.

In the Supreme Court, last Thursday, Messrs. Ullmann and Company, jewelers, sued Messrs. Mabel Hand, who resides or did reside at the Edward Hotel, for \$150 for work and labour done and materials supplied.

Mr. Grist (for the plaintiff) said that the defendant went to the plaintiff firm and requested the manager to take two diamonds, which had been set as earrings out of their setting, and to put them into a ring, which she intended, she would purchase. The plaintiff had the diamonds re-set, and although the defendant expressed her approval, she refused to take up the bargain.

The manager of the plaintiff firm valued the diamonds at \$1,000 odd.

The defendant was not represented, and judgment was entered for the plaintiffs with costs.

CHINA'S CURRENCY.

Chinese Public Opinion says:—A great many foreign papers are now advocating what they consider to be the best policy for China. To adopt in the matter of a financial policy. The general consensus of opinion seems to be that China should adopt a gold standard. We emphatically deny that China needs a gold standard.

The majority of our people deal in comparatively insignificant sums of money. They buy their market produce with copper cents and even the insignificant but useful copper cash. No gold mining country in the world has a coin of such a small value as the "copper cash" of China. Without this medium of exchange, of so diminutive a value, the millions of China would be unable to live. For two or three centuries the copper cash and now obsolete English farthing Chinese coin is able to obtain a day's sustenance.

Turn the currency of the country into gold and, like the farthing, the diminutive coin called "cash" will vanish, and we shall have the "unemployed" in its place.

For China there is not only to be considered the original expense of changing a currency from an erratic silver, copper and alloy basis to a gold one, but the ground of giving an adaptable item of exchange in the smaller dealings of the interior which must be considered. Suppose for instance that China adopts a "gold dollar" standard, similar to that in use in America, what will be the proportionate value of one (brass or copper) cash. Where will the effect of this gold standard become most beneficial? Will the people in the interior benefit by getting their goods at cheaper rates than at present, if a "gold standard" is adopted?

The gold standard if introduced will principally benefit the foreign merchant and the so-called "dealers" who trade with him in the treaty ports. The interior markets of China at the present day are not seriously affected by the fluctuations of exchange. Where we wish to state that several months before the merchant in the treaty ports makes his bargain with the foreign importer his "drummer" has taken his order and fixed his price, and with the country retailer. The vagaries of exchange, in the interior, have no interest whatever for this the purchaser of the goods.

At present China's currency is undoubtedly in a terribly muddled condition. We have a purely hypothetical medium, of varying values. We have dollars as variegated as the colours on the mythical coat of Joseph. We have copper cents which also are of varying reputations and which cause great trouble to the Customs official owing to the constant transport of the better quality to the provinces where inferior coinage is traded off on the credulous natives.

With the trader in the treaty ports or his foreign confederate, we may need a synchronization of finance for our export and when this happy time arrives we trust that we may be in a position to convert our currency into any standard which we may desire. In the meantime, looking at Japan as an example, we do not see that the adoption of a gold standard will be beneficial.

Or late we have heard much about the readjustment of the local money market, but up to the present there seems to be no perceptible change of amelioration in the trade facilities of the port of Bangkok. Cargo continues to flow owing to the lack of better rates of exchange, and a stay of execution was allowed.

SHANGHAI IN 1907.

The year 1907 was one of great interest to Shanghai, the great commercial centre from which the provinces of the Yangtze are clothed and furnished with the manufactures of Europe, and to which in turn a great portion of the Chinese Empire sends its surplus products for distribution throughout the world. From all sides came the complaint of hard times, a deadlock in business, and financial distress, but in spite of most harassing conditions the port held its own, and amongst the foreign merchants there was no failure of any importance. The fact that building operations progressed at unusual speed, that the value of land in the foreign settlement stands at a very high figure, and that the tonnage of shipping and the cleared cargo is a constant increase all tend to show a healthy vitality in the community and hopeful prospects for the port as soon as the temporary conditions of darkness have passed.

The reason for the depression was a year of bad crops and general want in 1906 and the consequent poverty of the consuming classes.

This was aggravated by over-buying, especially in piece-goods, which left the market seriously overstocked at the beginning of 1907 and the year was spent in clearing off the surplus stocks.

Under conditions of demand and exchange which proved very trying to the small capitalist. Other noticeable features of the year were the development of railway communication, the linking of the port of Shanghai with the city of Hankow, and in shipping circles, an important change in the number of ships which were encouraged by conference rates, carried cargo direct from Hankow and from Tsingtau, to Europe and America.

The prosperity of the port is so closely bound up with the trade in piece-goods that disastrous results were anticipated when the year 1907 was opened. In September and October, large quantities were being carried to sterling, mostly on native account, and nearly 70 per cent. of the Chinese dealers were unable to meet their obligations. It is hoped, however, that this will prove a healthy break in the trade, and that in clearing the market of superfluous and unsound traders the commercial status of the port will benefit directly when operations again reach the normal level.

Apart from actual trade conditions, Shanghai is a city of increasing importance, year by year, as an important factor in the life of the Empire.

The great stimulus which has been given to education draws numbers of young men from the provinces to gain in the foreign settlement some practical knowledge of the possibilities of the West. The installation of 20 miles of electric tramway was expected to raise a storm of indignation among the natives of the coolie class, but the innovation has passed almost without comment, and the city is thronged with Chinese workmen in the great progress of the tramway.

The progress of the tramway work in the river between Shanghai and Woosung has been an object-lesson in the powers of the modern dredger and possibilities of handling waterways for the purposes of irrigation. The advantage of clearly-defined laws and security of property are recognized by the eagerness of native capitalists to acquire land and other securities within the area under foreign jurisdiction. The scope which is afforded by sound finance and international credit facilities, realized, and the only obstacle to the progress of the native merchants from relying too freely upon these valuable assets.

SHANGHAI-NANKING RAILWAY.

Perhaps the event of greatest interest in the commercial life of the port during the year has been the opening up of the line of railway between Shanghai to Nanking, a line only 93 miles in length, but the forerunner without doubt of a complete link between the coast and the undeveloped resources of the west. The line has been completed within three years. The line is a portion of the Imperial Chinese railways, and they have been fortunate in obtaining the services of Mr. Pope, an Indian expert, in dealing with the traffic, which will be recognized on lines already found successful in dealing with an Oriental people. It has been found that a very low rate is necessary to attract passengers, and within a few months the railway has captured almost all this traffic from the old inland services. During the year over 2,500,000 passengers have been carried, and the railway is already becoming popular for certain classes of goods, such as silk, cocoons, tribute, cotton yarn, opium, and cattle. All the cocoons now go by the railway, owing to the advantage of rapid transit to the Shanghai market, and the same may be said of one district after another, and a saving of 120,000 miles had been affected by railway transit for the season. Satisfactory customs regulations have now been obtained with regard to foreign goods moving along the railway. The question of *li-hsin* for native goods, however, is still in a difficult and uncertain position, and the charges are so heavy that the goods are unable to utilize the railway to any considerable extent.

This is, however, a difficulty which must soon be overcome, as not even the vessel can stand for long against the vigorous public opinion which is asserting itself in favour of railway transit. Roads and steam launches are gradually tending to act as feeders to the line, and through-out its whole length the railway has already asserted itself as a distinct power in the land.

SHIPPING.

The results of the carrying trade during the year were of a disappointing nature, as the quantity of cargo to be handled never exceeded normal limits, and there was still too much tonnage on the coast. Many of the "outside" steamers which centred here during the war, however, have been forced to leave and the outlook for the coming year is therefore, rather more hopeful. The situation may be said to be a great extent of commerce and to keep competition which existed to obtain any trade that was offering even at very low rates. Although the figures do not show so marked an increase as in the years 1905 and 1906, there has been an increase of tonnage entering and clearing during the year, and there is no sign that the high position of Shanghai as a shipping port is likely to be adversely affected by temporary conditions of commercial depression.

The Homeward Freight Conference has taken a step during the year which is not without interest. For many years past there has been great difficulty with regard not only to homeward-bound freight but also to cargo transhipped here from coastal and Yangtze ports.

The conference has therefore retained the services of a sworn measurer, who holds much the same position as the officers performing similar duties at Calcutta and Bombay on behalf of the Chamber of Commerce. The absolute impartiality of the system has given great satisfaction both to the conference and to shippers of cargo, and the innovation is distinctly a progressive step in the life of the port.

As we look back to the year it appears one of local disappointment, but, rising above and standing out from temporary difficulties, the growing importance of the port asserts itself in spite of the bad year. Canada and Australia have both awakened to the possibility of a profitable trade with China, large quantities of wheat and flour coming from the former, and the latter seeking for an improved, although small, outlet for its surplus.

The opening of the Manchurian port of Antung and Tairen promises greater facilities for the trade with Manchuria, as soon as political conditions have returned to their normal aspect. The organization of a mail service via Siberia, which now collects and delivers letters on regular dates, with a 24-hour service with London, promises closer touch with the home markets. Shanghai asserts itself year by year also as an industrial city of increasing importance. In addition to the various cotton mills, silk filatures, cigarette, soap and glass factories, there has been a new development in the treatment of ramie fibre. The expanding aspect of the port is advanced to furnish much definite information, but a regular supply of raw material is being obtained, and after the flasse has been degummed it is hoped that Shanghai may enter the market with a ramie yarn, for which there are already many inquiries. The conservancy of the river proceeds apace, and it is estimated that by the end of this year the main channel will have been dredged, and this, although only a small part of the work, will be a distinct triumph. It is remembered that for 40 years effort to improve the port for the use of the larger ocean-going steamers met with a steady opposition, which threatened to materially affect this great stronghold of foreign interests in China. With the successful advance of the conservancy work and the development of the railways now in progress Shanghai maintains its position as the great distributing centre for China sufficiently its broad hinterland and rich resources bids fair to be in the first rank among the ports of the world. —Consular Report.

HONGKONG AMATEUR ATHLETIC ASSOCIATION.

ANNUAL REPORT.

The first annual report of the committee, for the year ending September 30th, 1908, to be presented to the annual general meeting of members on October 1st, 1908, reads:—

The committee have pleasure in presenting to members their first annual report.

Unfortunately only three members were present at the first annual meeting.

The committee regret that they cannot present a full list of the members owing to the sudden departure of the late hon. treasurer in February 1st and with him all the lists of membership and accounts and they take the opportunity of requesting any gentlemen who may have duly become members of the Association and who have received no receipt for their subscriptions to communicate with the hon. secretary as soon as possible in order that their names may be placed on the list.

The new cinder track has been completed on the ground of the Kowloon Cricket Club and was formally declared open by H.E. the Governor on July 1st.

The total cost of construction has been \$2,123.87. To meet the liability subscriptions to the amount of \$105 have already been received and it is hoped that the remainder which has been generously advanced by the Chairman may be subscribed before his departure in November.

The Club Lusitano having decided to hold an Open Amateur 210 yards Race at their meeting it was duly arranged, timed and judged by officials of the Association.

The Broke Challenge Cup presented by the Chairman for the best aggregate in the monthly Cross Country runs was won by F. A. Bide.

It is proposed to hold an athletic meeting in the autumn.

H. BROKE, Lt.-Col., R.E. (Chairman).

R. LAMBERT, R. F. C. MASTER, A. RODGER, F. H. MEAD, F. H. KEAD, Committee.

H. L. O. GARRETT, (Hon. Secretary).

A. R. SUTHERLAND, (Hon. Treasurer).

Hongkong, 19th September, 1908.

THE PATENT LAW IN KOREA.

ACTION OF JAPANESE TO SECURE FOREIGN TRADE MARKS.

A Chemulpo dispatch to the *Osaka Jiji* states that the Japanese in Korea have been sending in applications for the protection of their industrial property in accordance with the Treaty signed by Japan and the United States regarding the protection of trade marks, patents, designs, and copyright in Korea. The applications sent in already number 13, chiefly for the registration of trade marks and patents. Among the applications one has been found for the registration of a trade-mark identical with the "Hero" mark owned by the Anglo-American Tobacco Trust, and the latter is now demanding the withdrawal of the application. It is reported that applications have also been made by the Japanese for the registration of various trade marks owned by Messrs. Holme, Riggs & Co., with the result that a panic has set in among foreign merchants in Korea. The representatives of Messrs. Bennett & Co., Meyer & Co., Holme, Riggs & Co., the agent of the Anglo-American Tobacco Trust, and other foreign firms in Chemulpo have held a meeting to consider the course to be taken against this action on the part of the Japanese. On this question the manager of a foreign firm in Chemulpo remarks that foreign merchants will watch with much interest the course the Japanese Government takes in dealing with the applications sent in for registration of trade marks held by foreign merchants. In the event of the Japanese Government granting the registration of such trade marks, the foreign firms will lose on time in lodging a protest, which may develop into a diplomatic question. Foreign trade in Korea, continues this and other Chinese merchants, American commercial interests in Korea are very small, and mainly confined to kerosene oil and flour. The Treaty between Japan and the United States will be of very little advantage to American merchants. It has only provided an opportunity for dishonest Japanese to encroach on the commercial rights of the merchants of other nationalities. —Japan Chronicle.

INTERPORT SHOOTING.

THE HONGKONG TEAM.

The annual Interport Rifle Competition between Hongkong, Shanghai, Singapore, and Penang places place Hongkong in the lead, and the local team will probably consist of:—

Messrs. A. Jenkins, J. C. Gow, J. H. Pidgeon, R. Lapey, Geo. P. Lamont, J. F. MacGillivray, and Sergeants Wright, Moore, Sayer and Hall, of the 3rd Middlesex Regiment.

Lots of land in the New Territories sold by the Public Works Department during 1907 realised a sum of \$1,475. This includes a sum of \$500 for buildings which were sold within the island of Po Tai Chau. In addition to the Assistant Land Officer at Hongkong, \$1,475, small lots, which realised \$1,000, small lots which realised \$1,000.

V. R. C. ANNUAL AQUATIC SPORTS.

SECOND DAY.

The second day's programme in the above Aquatic Sports was witnessed by as big a gathering as there was on the first day and the frolics in the swimming events were very close.

The results were as follows:—

1.—HURDLE RACE.—TWO LENGTHS.—(Handicap.) Hurdles. 1st and 2nd in each heat to swim in the final. Two prizes.

The first heat saw six starters, and A. V. Barros (owns) swam well and finished a good first with R. Galluzzi (1st go) second.

In the second heat the small number of men took the water and Barros (owns) won this heat by about a yard from R. C. Wittich (owns) 1st the second man.

2.—BOYS' RACE.—(12 to 15 years of age). Two lengths Handicap.—(Post entries) Sons or brothers of members only admitted. Two prizes.

This event was won easily by Master Carlos Lopes (owns) who swam well throughout, overtaking all the other boys in the first length and getting home with about six or seven yards to spare between him and the second boy, Master G. Jorge (owns).

3.—CHAMPIONSHIP OF THE COLONY, 200 Yards (Open). (Six Lengths). Two prizes.

Only three competed for this, viz. Messrs. C. J. Cooke, C. Humphreys and P. M. Remedios.

From the start Remedios forced the pace and kept up a lead of a few yards from the other two men, but in the fifth length he began to slacken down and allowed Humphreys and Cooke to catch him up, the former through good swimming won by about a couple of yards from Cooke. Remedios did not finish. Time 2 minutes 41 1/2 seconds.

4.—PLUNGING. Two prizes.

The tie between R. C. Wittich and Carl Bunji was quickly decided yesterday, the latter not diving as well as he did on the previous day, whilst Wittich seemed to be in just as good form as he was on the first day and won easily, covering 57 feet with his plunge.

5.—RUNNING HEADS FROM SPRINGBOARD. Two prizes.

Unfortunately only three entered for this event, viz. Messrs. J. M. Lopes, M. A. R. Souza and A. R. Ellis.

Lopes seemed a bit nervous in this event and did not dive as well as he has been seen to do, as also did Souza. Ellis surprised everybody by his excellent diving, his recovery being exceptionally good. Souza was second.

6.—FOUR LENGTHS HANDICAP. First and second in each heat to swim in the final. Two prizes.

At least—There were six starters in this heat. The "go" man, H. J. White, was soon overtaken by the others and after the second length had been traversed, Pereira and Rosa were leading with Carroll, Alves and Wittich a little way behind—on the swim home in the fourth length, matters were altered, when Carroll now forged ahead, overtaking the two leaders and won, with Rosa second.

and last—Six men also took the water in this heat, which was easily won by Barros, Remedios being second.

At the conclusion of the above programme, a very interesting water polo match was played between two V. R. C. teams. The first half of the game was very fast and void of any fouls, neither side scoring in their many attempts, but in the second spell, the Whites proved their superiority in staying power and netted three goals to their opponents' nil. The goals being scored by Messrs. E. Humphreys, A. S. Ellis and A. H. Carroll.

The teams comprised (Whites)—A. H. Carroll, E. Humphreys, A. S. Ellis, J. Forbes, J. Carter, L. R. Lamont and P. M. Remedios. (Blues)—R. C. Wittich, A. R. Ellis, J. M. Lopes, O. R. Chunnott, J. C. Sayer, A. A. Claxton and J. M. Rosa Pereira.

LAST DAY.

In spite of the bad water prevailing last Saturday afternoon, the V. R. C. continued their programme, and everything went through without a hitch. The finishes in the swimming contests were again very close, more especially in the Two Lengths Handicap when eight started in the final and all finished in a bunch. About half-past four or half-past five, after a complete absence of the sports, the lighter gallery, verandahs, etc. were packed with sporting enthusiasts, and just before the commencement of the water polo match, His Excellency Sir Frederick Lugard arrived, together with his A.D.C., and took great interest in the water polo exhibition, which was indeed a brilliant game. The Band of the Rajputs under Bandmaster Coke played fine selections during the afternoon in the large Gymnasium Hall.

The results were as follows:—

1.—FINAL HURDLE RACE.

R. Galluzzi, A. J. V. Ribeiro, A. V. Barros and R. C. Wittich were the four finalists in this event, and took the water in the above order. Before long it could plainly be seen that the issue of the race depended upon Ribeiro and Barros, as both were going well, as also did Wittich but the latter's handicap appeared a little too much for him. Galluzzi failed to swim in the manner he did on the previous day and lost the lead to Ribeiro, the latter winning easily with Barros second. The winner's time being 57 1/2 seconds.

2.—HIGH DIVE. Two prizes. Two tries.

M. A. R. Souza, A. R. Ellis and A. A. Claxton were the only three contestants in this event. The judges had great difficulty in deciding who the winner was, and after a third try, the honours were given to Souza, with Ellis second.

3.—FINAL TWO LENGTHS HANDICAP.

Eight started in this final, viz. H. J. White, R. Galluzzi, J. J. Garrett, J. M. C. Lopes, A. J. V. Ribeiro, P. R. Rosa, A. H. Carroll, and A. A. Claxton. From start to finish, the race was full of excitement, more especially when the scratch men appeared to be catching up, which seemed to be a bit too much to have expected, judging by the times of some of the new swimmers and their handicaps it was evident from the very start that Claxton, Carroll and Rosa were out of this race altogether although they caught up wonderfully. Lopes won by a touch, with Galluzzi second.

4.—BOYS' RACE.—(Under 15 years of age). Two lengths handicap. (Post entries). Two prizes.

This was won by R. Finlay, R. Robertson being second. Time: 1 minute 32 seconds.

5.—CLUB CHAMPIONSHIP, 200 yards. Challenge Cup presented by Mr. Dorabjee, to be won 3 years before becoming the property of the competitor. Three lengths. Two prizes.

Seven swimmers were entered for the programme, but only three started, viz. C. Humphreys, C. J. Cooke and A. A. Claxton. C. Humphreys did things all his own way and led from start to finish, beating Cooke by about a couple of yards. Time: 1 minute 7 1/2 seconds.

6.—TWO LENGTHS. (Open to Army, Navy and Police).

This was won easily by Gunner Carter of the 3rd Coy. Royal Garrison Artillery, A. R. Thomas of H. M. S. *Farnham* being second.

7.—FINAL FOUR LENGTHS HANDICAP.

A. H. Carroll, R. Rosa, A. V. Barros and P. M. Remedios were the four finalists in this race, and after a good struggle, Barros won, with Remedios second. Time: 3 minutes 58 1/2 seconds.

3.—CONSOLATION RACE. (Two Lengths).

